

# EASA: Nearing the breakthrough?

The light at the end of the regulatory tunnel is growing steadily brighter as the industry group set up by the DGAC – the French CAA – to propose better ways of regulating general aviation finalises its submission to EASA's Board of Management.

There is an acceptance on all sides – European Commission, national aviation authorities, industry, and even in EASA – that across Europe we are making a hash of general aviation regulation, undermining companies' ability to stay afloat and individuals' will to continue flying.

The latest meeting of the French-led group, in Paris at the end of June, ended with the creation of a draft submission to the EASA Board of Management on the way forward for GA regulation. This document was positively received by the Board at a meeting early in July, but the Board asked for clarification on a number of issues. The group will answer the Board's queries in time for its September meeting.

Martin Robinson, who represents International AOPA on the group, says: "The impression is given that all sides are keen to see this brought to a successful conclusion. EASA's Head of Rulemaking Jules Kneepkens attended the June meeting in Paris, which was held in a friendly, relaxed environment. The queries the Management Board have raised are reasonable and considered. I know that Matthew Baldwin, the EC's Director of Air Transport, is keen to get a positive result and I have a good feeling about our prospects for the future."

The Management Board requested that the group be formed following the submission of a joint paper by International AOPA and Europe Air Sports to the Board in March. The group was essentially asked to propose a new approach to regulating GA, one which would be acceptable to all European authorities. It was said that the current EASA approach to GA regulation threatened the very existence of the sector, and that a new approach should relieve the burden on GA while preserving an appropriate level of safety.

## Duty of care

GA groups have long believed that EASA had not sufficiently recognised the intent of ICAO Annex 6, which states that general aviation activities are not expected to attain a level of safety appropriate for commercial air transport (CAT) operations, and that requiring them to do so could make them unsustainable. ICAO says that the state "does not have an equivalent duty of care" to protect participants in GA as it does to

paying passengers in commercial operations.

Therefore, they argue, regulation should be proportionate – a C152 used for instruction or owner-flown should not be subject to the same safety requirements as a 747 full of holidaymakers. There is no one size that fits all; instead of writing regulations for commercial airliners and applying them, perhaps slightly watered down, to GA, a 'building block' approach should be adopted under which basic GA aircraft should be subjected to the least onerous requirements, but more regulations would become applicable if and when they were used for aerial work or commercial purposes.

Regulation must also be proportionate to risk, the group says, and every regulation should be targeted at specific, quantified risks, and constructed in a way that makes

However, it is not as simple as saying less regulation equals more safety – the group accepts that careful monitoring of GA safety is of the highest importance, so that appropriate measures, not necessarily new regulations, can be imposed to address specific concerns.

## Grandfather rights

The group has expressed concern that under EASA, some pilots will be debarred from doing things they have done safely under their national authorities, perhaps for decades. The rights of such pilots should be protected in cases where no safety problem has been identified, and no regulation should disenfranchise them.

Small-scale GA activities which are at risk from EASA regulation, such as the trial lesson, or cost-sharing among pilots, should not be gratuitously stamped upon



**Above: a C152 used for instruction or owner-flown should not be subject to the same safety requirements as a 747 full of holidaymakers**

a genuine and practical attempt to address that risk.

The group says that if general aviation participants understand and accept that the risks are greater than in commercial air transport, any regulation should be aimed at protecting uninvolved third parties, with private pilots on non-commercial flights needing an absolute minimum of regulation aimed at protecting them from themselves.

The group has also discussed the fact that regulation is not the sole method of assuring a minimum acceptable level of safety – indeed, there are occasions on which regulation can get in the way of safety, such as when it delays the introduction of more modern, safer technology.

on the basis that they have the whiff of commerce about them. The group recognises, however, that where GA and CAT share the same airspace, GA pilots need to have appropriate competency, and aircraft must be properly equipped for that airspace.

Certain functions of national and pan-European authorities with regard to the oversight of GA safety could usefully be delegated to users' organisations.

The group also focuses on a number of principles which could usefully be adopted by the authorities. The philosophy, it says, should be one of minimum intervention; no rule unless there is a demonstrated safety risk which a new rule can usefully address. Regulation should be based on risk assessment, →





based on good-quality data, supported by empirical evidence. Where the risk assessment allows it, the 'do nothing' option should be preferred. Bureaucracy should be kept to a minimum and Europe's own 'better regulation' principles should be adhered to. Better use should be made of

the expertise available within general aviation. The authorities should have more confidence in general aviation participants' ability to 'do the right thing'. The group also seeks more clarity in the writing of rules, more emphasis on 'soft' as opposed to 'hard' law, and the studying of best practice around the world. In particular, it seeks adequate time for assessments of the impact of regulation, something that has been notably absent during the EASA process. That said, it is important that the new approach be adopted soon because regulations currently halfway through the

system are every bit as deficient as those which have already been imposed, such as the Part M maintenance requirements, which are having to be revisited at great cost in time and effort. Far better to get it right first time.

The EASA Management Board has asked for a number of clarifications, including settling exactly what constitutes general aviation, what elements of aerial work are truly part of the GA body, and exactly what is meant by 'grandfather rights'. Martin Robinson says: "It's nothing we really need to be concerned about if we achieve proportionality and establish the 'building block' approach to regulating GA. The Management Board is keen to establish strong rules for where GA and

CAT are mixed, and of course the trade-off for reduced regulation is more responsibility on the part of the GA community – pilots have to be seen to develop a better individual safety culture. That's where organisations like AOPA can help.

"EASA is looking at setting up a specific subgroup for GA, to review the GA position, and I think this is of the utmost importance. As I

said at the last meeting, the way to improve safety is to have a proper partnership approach between GA and the regulator. We need to be shaking hands on things rather than banging heads; we don't have a proper partnership with EASA and many national regulators across Europe, and we must develop one." ■

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## Chief executive's diary:

# New champion in Europe

We welcome this month IAOPA's new Brussels lobbyist Lutz Dommel, who as well as being hard-wired into the Brussels establishment is a GA pilot – taildragger, no less. Much as we may yearn for the old days, influencing our regulators today means playing the political game, and that takes money. Some people think an unpaid volunteer sent to a meeting can represent the interests of general aviation; the day Airbus or British Airways send such representatives to Brussels or Cologne I'll eat my words. As an AOPA member you contribute to our lobbying costs, and that's what produces the results. My thanks to you – see if you can persuade others to contribute, too.

And could it be that we are actually making good progress? Looking back to May 4th, that was the day of the first meeting of the GA group that under the leadership of the French CAA, the DGAC, was attempting to draft a scoping document that would lead to an EU policy on the regulation of GA across Europe. The meeting was successful in as far as the group agreed some basic principles. Everyone agrees that the problem was acute and the need for a solution urgent, but there are significant obstacles to overcome, in Brussels and among the member states. The hard work is done between meetings, and Lutz will be busy.

Between May 14th and the 16th I attended the Business Aviation event EBACE in Geneva. The new IAOPA Secretary General Craig Spence joined me, and we had had a series of discussions and

meetings. With the General Aviation Manufacturers Association we talked through common European issues, and I introduced Lutz Dommel to Brian Davey of the General Aviation Manufacturers Association Brussels office. With Patrick Ky, the head of SESAR, we discussed NexGen/SESAR topics as we look to benefit from a joined-up approach between Europe and the USA on the future air traffic management systems. Overall I had the impression that EBACE was somewhat flat, and many of the announcements were related to fleet replacement and not growth in the sector – an issue that is common across all of GA.

On the 19th AOPA Chairman George Done and I attempted to do the Top Nav competition, but the weather was too poor to continue so we abandoned the flight and went back to White Waltham. (By the way, did I mention Chelsea FC became Champions of Europe on this day too?)

The AOPA Executive Committee met on the 22nd and I gave the members an update on all the issues that are currently to the fore – basically what appears in these pages. Next day I attended the IDSG, the Interim Deployment Steering Group; this is the governance body for phase one of SESAR. The other part of this group, on which AOPA's Ben Stanley sits, is the technical group, which is part-funded by the EC.

On May 25th I was in Paris for the second meeting of the French GA group. The progress of this group is reported



separately in this magazine, but this was the meeting at which we decided to finalise a draft in time for the next meeting of the EASA Management Board; the DGAC representatives agreed to carry the document to the Board. After arriving back from Paris I drove to Sywell where AOPA had a stand at Aero Expo from the 25th to the 27th. It was great to meet so many members and to discuss the issues that concern us all. Again, let me thank you all for your continued support and kind words. They really are appreciated.

On the 31st the Department for Transport hosted an informal industry briefing on the concerns that UK aviation has with issues coming out of Cologne. This was ahead of the EASA Management Board meeting, so one of the items discussed was the GA paper. I confirmed that I'd be attending the Management Board meeting along with the Chair and Vice Chair of the EASA Advisory Body, with the consent of the Chairman of the Management Board.

The EASA Advisory Body met in Cologne on June 1st. EASA Executive Director Patrick Goudou joined us there; he voiced his concerns over the reduction in the Agency budget by 5% over five years – 1% per annum – against what he described as a growing workload. The budget committees in Europe believe that EASA has reached cruise level, and therefore the time is right to cut the community budget. EASA has two budgets, one which is linked to fees and charges to industry, the other from European Community funds, which is for rulemaking tasks. I will repeat here what I said at the meeting – the way in which rulemaking is done is not efficient. Is quoted

# Airfields: government backs GA



The government has for the first time explicitly recognised the value of a viable network of general aviation aerodromes in Britain and has included in its Draft Aviation Policy Framework statements aimed at

aerodrome operators, European legislators and planning officials supporting the maintenance of such a network.

Extracting such support from government has been a strategic objective of AOPA and

the current Part M review as an example of poor rulemaking – far better to have got it right in the first place than to have to spend time and money doing it over again. EASA really needs to refine its rulemaking procedures, and I hope that the work done with the help of the French DGAC will create a framework for better rulemaking for GA in the future. IAOPA has stipulated from the start that we want evidence-based rulemaking and trend analysis to drive industry best practice, with hard rules only as a last resort, not as the first option.

On the 5th and 6th I was back in Cologne for the EASA Board of Management meeting. The DGAC presented at the appropriate point on the agenda the GA draft, which was well received. Whilst the members of the Board were very complimentary, they felt that some questions needed to be addressed, mostly in terms of precise definitions of what was GA and what wasn't, what the boundaries of aerial work were and how regulation should reflect the differences; we hope to have satisfactory answers for them at their September meeting. Speaking afterwards with Matthew Baldwin, Director of Air Transport at DGMob, the Commission's transport department, he said he thought the paper was an excellent effort and that he was determined to drive it through, so I have a good feeling that this time we will see some real change for the better.

On June 7th and 8th I was in Brussels attending the NATO/Eurocontrol air traffic management security meeting, to present a position on GA. It is pleasing to be able to tell you that GA is not considered a threat to ATM security.

From the 11th to the 15th I attended the FAA/EASA safety conference in Cleveland, Ohio. Again I met up with Craig Spence

and we attended seminar sessions covering various aspects of regulating aviation. Interestingly, the NTSB presented a set of accident statistics on GA that suggests that the USA has seen a 25% increase in fatal accidents over that last 10 years – and this is set against a declining pilot population, a common global trend. I mentioned the FAA and New Zealand studies which show that pilot attitude is the killer in 75 percent of fatal accidents; rulemakers can't seem to fully grasp what this means for regulation, but there's a growing awareness that it must be directly addressed.

I had a number of interesting side meetings with industry colleagues covering items such as the future bilateral US-Europe discussions on FCL. IAOPA is asking for a simple validation process for holders of US PPLs and IRs. As is reported elsewhere in these pages, both the EASA and FAA FCL staff listened and suggested we make a formal approach. But not much is likely to happen before 2013 in any event.

On the 18th I attended a CAA interview with a member who has been experiencing a certain amount of difficulty with the authorities over a protracted period; at the end of it our member received her license and type rating back from the CAA. I'm sorry I can't say more, but you'll understand that confidentiality is paramount.

Between the 19th and the 22nd I visited Beirut, Larnaca and Nicosia for follow-up meetings with the various authorities there. We've been working for some years on behalf of AOPA Lebanon to remove obstacles which effectively make general aviation unviable in that country. We seem to have made something of a breakthrough, as is reported elsewhere in these pages.

The AOPA Board and Executive Committee met on the 27th, and from the 28th to July 1st I manned the AOPA stand

the GAAC for years, and it is gratifying that this government has committed to paper what we have been asking for. Whether the sentiments can be made to stick in the real world remains to be seen, but at least we've got to first base.

AOPA Chief Executive Martin Robinson says: "Some of the phrases in the draft document could have come straight out of the many meetings we have had with Department for Transport officials and politicians over the years, and I'm very pleased to see them proposed as policy. I'm grateful to all those who have helped bring this situation about. While it is not in itself a cure for our ills, it sets out basic principles which must be taken into account when dealing with GA."

The government's scoping document, released in mid-July, says in part:

"Across the UK there is a network of aerodromes of varying sizes, from airports in Northern Ireland, Scotland, Wales and



at the Goodwood festival of Speed with Mandy Nelson. On July 4th I had a meeting with Haywards Aviation Insurance to follow up on a discussion at EBACE with regard to producing an aircraft insurance policy for AOPA members. This will be available from September 2012.

The final meeting of the French-led GA group was in Paris on the 5th and 6th. We worked towards answering the questions raised by the Management Board in time for their next meeting. At this point I would like to record by thanks to David Roberts and Jean Pierre Delmas of EAS, Michael Erb of AOPA Germany, and Nicholas Chabbert and Françoise Horriot, the industry representatives on the working group, for the excellent cooperation proving that GA groups have it in them to work together. Also I want to thank Patrick Cipriani of the DGAC, who chaired the meetings, Maxime Coffin of the DGAC, Giles Porter of the UK CAA, Chema Ramirez of the Spanish CAA, Jan Fridrich of the Czech CAA, Alain Leroy of EASA and Jyrki Paajanen of the European Commission – and last but not least Jules Kneepkens of EASA for their leadership and willingness to address the issue of regulating GA.

On July 7th we had the AOPA Members Working Group at White Waltham, and from the 9th to the 11th I was at a meeting of the European Civil Aviation Conference in Strasbourg. This is the triennial meeting of ECAC, and the main subject was the position Europe was taking with regard to the ICAO Assembly meeting due to take place in 2013. Of course, my position on Europe is that Chelsea won it... did I mention that?

**Martin Robinson**

→ regional airports in England to small GA airfields into which GA aircraft can readily gain access. While almost all of these are privately owned and operated, maintaining access to such a national network is vital to the continuing success of the sector. GA connects many UK and international city pairs that do not have, and are unlikely to develop, scheduled air services or other direct transport links. These links are particularly important for local businesses. The closure or redevelopment of any one of these airfields can have a negative impact on the viability of the wider GA network and on the local economy.

“Given the importance of this GA network, while recognising that in congested airports this may not be appropriate, we encourage airport operators to ensure that GA aircraft

are able to continue to enjoy equitable access to their airports and in doing so take account of the needs of all users, alongside other relevant considerations.

“We will also carefully consider any EU legislative proposals affecting the GA sector

that may emerge in the future and will seek to ensure that they are based on the principles of proportionality and subsidiarity and appropriate for the type of aircraft to which they apply. In addition, we support the CAA’s review of the Regulatory Approach to Recreational Aviation 50 which is also

aimed at ensuring that UK safety regulation is proportionate.

“The planning system can also impact on the viability of small and medium sized aerodromes. The National Planning Policy Framework (NPPF) 51 is intended to simplify the Government’s overarching planning policy, but the underlying planning principles in respect of airfields remain unaltered. The NPPF states ‘when planning for... airports and airfields that are not subject to a separate national policy statement, [local] plans should take account of... [the NPPF] as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation’.

“Where a planning application is made that is likely to have an impact on an existing aerodrome’s operations, account should be taken of the contribution the aerodrome makes to the local, regional and national economy. This is also something which could be considered by Aerodrome Consultative Committees where appropriate.”

The draft paper also says the government will make no one-size-fits-all regulation about aircraft noise,

The noise impact of recreational flying or training is clearly different from that of commercial flights, but the Government nevertheless recognises that this can be disturbing to those who are regularly affected. It has been the policy of successive

Governments that local environmental issues are best resolved at local level wherever possible. It would not be appropriate for the Government to intervene by exercising powers under section 78 of the Civil Aviation Act 1982 to set noise controls at small aerodromes. Industry has developed codes of practice and the CAA has produced guidance.

“We would encourage the GA sector and the CAA to review their respective best practice and guidance to reflect changes to the policy adopted in the final Aviation Policy Framework. We would also encourage the sector to monitor compliance with its codes of practice.”

The paper goes on to say that the government has the power to ‘specify’ an aerodrome, thus placing a special responsibility on the CAA to look at the mitigation of noise when issuing a licence. While this power has never been used, it remains a weapon in the armoury.

The paper goes on: “The Government is against the use of regulatory solutions where alternatives exist and therefore believes that this power should only be exercised once all other avenues can reasonably be said to have been exhausted.”

The general thrust is to encourage aerodromes to engage with local communities, perhaps through Aerodrome Consultative Councils, as a matter of good practice. ■



## Don't miss AOPA's Duxford Bonus Day

Following the success of the Duxford AOPA Bonus Days in 2010 and 2011 and the many requests from members for a repeat, plans are now well advanced for this year's event, to be held on Sunday September 23rd.

Once again, the Imperial War Museum has very generously provided the use of the AirSpace Conference Centre for the day. Lectures and presentations will be given in the purpose built Marshall auditorium, with refreshments and lunch being served in the adjacent Concorde meeting room.

The day will start at 1115h with renowned warbird pilot and aviation advocate Cliff Spink, who will give a ‘must see’ presentation. A buffet lunch will be served between 1230h and 1400h, after which Martin Robinson, AOPA (UK) Chief Executive, and International AOPA's European lobbyist Lutz Dommel will sound an optimistic message concerning the future for GA.

It's an informal day and there will be time to:

- Seek advice on a particular topic – for example, Nick Wilcock will be on hand throughout the day to answer your individual licensing questions.
- Chat to old and new friends
- Talk to invited suppliers about their products
- View the magnificent exhibits in the AirSpace hangar from the mezzanine gallery
- Join a free expert-led guided tour of some of the exhibits at this world-class museum. Pre-booking for this is essential, but it's perfect for yourself or your guests while you are attending the presentations. It is intended to run one tour in the morning and one in the afternoon, each lasting about an hour.

The ticket price of £20 per person includes admission to the presentations, buffet lunch, tea and coffee and discount entry to the

museum, but excludes the discounted landing fee of just £7.

Note that event tickets are priced at £20 until Sunday 16 September and £25 thereafter, and that landing slots at popular times always go quickly, so book early!

Go to [www.aopa.co.uk](http://www.aopa.co.uk) to book tickets, landing slots, pay for landing fees and make bookings for limited free hangar tours.

If you would rather drive in, there's easy access via the M11 and ample free parking available.

Duxford prides itself on being the home of Europe's premier aviation museum. As part of the Imperial War Museum it is an outstanding destination for GA aircraft. There is more to interest and excite pilots and aviation enthusiasts than at almost any other airfield in the world.

AOPA is your voice on issues such as pilot licensing, airspace access, aircraft maintenance, threats of aerodrome closure and disproportionate regulation. AOPA is also concerned with the fostering and development of flying skills through Mentoring, Wings schemes and Aerobatics training.

It lobbies not only to the UK authorities but also in Europe and the rest of the world through the IAOPA seat at ICAO, the United Nations body that oversees civil aviation throughout the globe. AOPA also provides aviation advice and support to our members when they need it.

The place: Imperial War Museum Duxford.

The date: Sunday September 23rd 2012.

The day is open to both AOPA members and non-members. Members are encouraged to bring non-member guests to promote the work of the Association

\*Our thanks to Trevor Jago for help with the design of the AOPA Bonus Day poster. Please stick your copy up somewhere useful.



Headline speaker Air Marshal Cliff Spink

## Better regulation – but not in Europe



EASA is to present new regulations which will do for flight training what Part M has done for maintenance – make it more bureaucratic, expensive and onerous – and may drive small training outfits to the wall.

EASA will demand that all 'Registered Facilities', the flight schools that train most of our PPLs, be reclassified as Aviation Training Organisations and subjected to costly CAA approvals for every course they offer. They will have to be audited by the CAA every two years at unspecified cost; it is estimated that a flying school will have to pay at least £1,000 to be allowed to carry on doing what it has been doing safely for years, and probably much more. For some, it could be the final straw.

Because there is no reason for the change – it addresses no safety concern – AOPA has been seeking to have the regulation scrutinised under the UK's 'better regulation' rules, which are designed to ensure that legislation is efficient and effective and are supposed to apply to European laws adopted by Britain. After numerous prompts, the Department for Transport has replied that in effect, Europe can do whatever it likes.

A Regulatory Impact Assessment on elements of EASA-FCL conducted by the CAA says that whatever the impact of European rules, not adopting them would be worse – because we've signed up to them, and if we don't comply, the UK will be unable to issue pilots licences or approve flying training organisations lawfully.

Martin Robinson says: "Their argument is that the 50,000 pilots, 200 flight training organisations and 400 registered facilities in the UK must put up with any cost or indignity because the government has already agreed to adopt European regulations, however nonsensical, sight unseen. That's not a Regulatory Impact Assessment – that's a fudge, a cop-out, a waste of time and an abdication of responsibility on the part of the UK authorities. Bad regulation is bad regulation whatever the circumstances, and the fact that we're being bullied into it is no excuse.

"The RIA lists as a benefit of amending the ANO to comply with EASA's proposals the fact that flying schools will be able to continue to do what they were already doing, legally and safely. To my mind this is like saying having your wallet stolen is a benefit of being robbed if it means you're not being smashed in the face by the mugger.

"It means there there is even more riding on the French initiative on the regulation of GA. It's up to the member states to decide in September if a new approach can be agreed; god knows, our industry needs its. We need our MEPs to continue to take interest in GA, and for that reason IAOPA Europe is starting a campaign called 'GA connecting Europe' to show that when we fly, we support a pyramid of individuals who depend on us for their livelihoods. Aerodromes exist because of what we do, they employ people, maintenance exists because we fly, support services benefit – across Europe, some 155,000 people rely on GA for their income, and every pilot who gives up flying has an impact on someone else's job in the supply chain. For this reason we seek proper impact assessments, which as their primary aim should determine whether regulation is needed in the first place." ■

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# Hands across the ocean

IAOPA-Europe and AOPA-US have made a joint presentation to an EASA-FAA conference on harmonisation of licences between America and Europe which it is hoped will lead to a simple, low-cost route to recognition of qualifications at the PPL level across the Atlantic. Craig

Spence of AOPA US and Martin Robinson of AOPA UK outlined IAOPA's position on licensing to European and American delegates at a conference in Cleveland, Ohio, which is part of the process of establishing bilateral agreements on

aviation between the continents. Both sides have agreed to make action on recognition of private pilots licences a priority.

IAOPA is asking that recognition processes be kept simple, and that unless there are serious safety issues to address, the regulations of one authority should hold good in the territory of the other once they have been validated. Validation is important because it allows a national authority in Europe to 'take ownership' of an individual's qualifications, and to amend or suspend them as necessary – something national authorities complain they cannot currently do.

In an ideal world, the holder of an American PPL would be able to take a European Air Law exam, have it

certificated by a local examiner and pay a small fee to a national authority before it can be used in Europe. In the case of holders of FAA Instrument Ratings, they could be validated for use in Europe on the condition that the holder undergo an annual check ride with an instructor. European authorities look on the rolling

renewal system used by the Americans as a game-stopper and an annual renewal may be the price that has to be paid for recognition.

From the American standpoint, there is a problem with validation because under their law, licences are only valid in the state in which they are issued. If, say, an FAA licence was validated in France, the holder would only be able to fly within the boundaries of France; America does not recognise Europe as a political entity.

But the FAA representatives in Cleveland are willing to look at solutions to this problem and Craig Spence will be pursuing the issue.

The presentation was positively received by both sides; IAOPA has been asked to write to the FAA and EASA setting out our proposals, and Craig Spence and Martin Robinson are working on that document, which will pertain solely to private licences and ratings – professional tickets will be dealt with separately.

IAOPA is also talking to the FAA about the position of holders of FAA 61.75 licences, issued on the basis of their European qualifications. These will lapse because they are issued on the basis of the number of your European licence, and this will change when you get an EASA licence. IAOPA is working on ways to get 61.75 licences reissued without the holder having to go through the security clearances and other hassles now involved. ■



## Lucky Bonanza

**IAOPA Senior Vice President Martin Robinson was the winner of a Hawker Beechcraft draw in which business cards were deposited in a glass jar at the conference centre in Cleveland, Ohio and drawn out at the end of the USA-EU conference in Cleveland. The prize was a beautiful model of a Beech Bonanza G36. Martin is pictured here (left) receiving the model from Hawker Beechcraft test pilot Stuart Mochrie.**

## New lobbyist in harness

IAOPA's new lobbyist in Brussels, Lutz Dommel, has embarked on a project to increase awareness and understanding of general aviation among European lawmakers. Modelled on the successful GA Caucus established by AOPA US in Washington, the project is allied to a programme called 'GA Connecting Europe' which aims to capitalise on the Parliament's strong interest in freedom of movement between states as a basis for understanding and trade.

The appointment of a full-time lobbyist comes at a time when EASA is showing encouraging signs of flexibility in its approach to general aviation and is giving positive support to the French-led group which will propose new ground rules for the regulation of the non-commercial end of the industry.

Lutz Dommel is a former employee of several members of the European Parliament who set up a consultancy in Brussels and is well acquainted with MEPs and their staffs. He is also a private pilot who keeps his own aircraft just outside Brussels. Lutz is armed with IAOPA statistics which show that across Europe, some 155,000 people depend for their livelihoods, directly and indirectly, on general aviation.

## ICAO revisits fire cover

IAOPA's representative to ICAO, Frank Hofmann, has succeeded in getting two important items on the agenda for the Air Navigation Commission which would benefit general aviation pilots worldwide.

IAOPA has been instrumental in getting the Commission to re-examine ICAO requirements for rescue and firefighting services and to aim for a risk-based approach to providing such services at aerodromes. As part of the discussion on the subject, ICAO is sending a survey to all contracting states seeking input on existing fire and rescue requirements, particularly at GA aerodromes.

Following protracted pressure from IAOPA, ICAO is considering opening a standing forum for issues related to General Aviation through the creation of a sub-group with adequate expertise, to deal with the alignment of provisions and other issues relevant to GA.





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# Freedom for the prisoners of Beirut

Following a series of meetings with AOPA Cyprus and IAOPA, the authorities in Cyprus have removed obstacles which had the effect of making it impossible for pilots from Lebanon to fly into Larnaca and on to other destinations worldwide. The blockages, many of them security-related, have been relaxed to the point where any Lebanese pilot, pre-cleared by AOPA Lebanon, can fly to Cyprus with 72 hours notice. The Cypriots have agreed to work on reducing this to 24 hours. At the same time, moves have begun to reduce landing and handling fees at Larnaca from €450 to around €112. While these fees are still on the high side, they will have the effect of encouraging private flights between Lebanon and Cyprus, which have been almost moribund for several years. The new head of the Cypriot CAA is a former general aviation pilot with some 800 hours experience and an understanding of the problems GA faces, and the low risk it represents. Cypriot officials are pictured above with IAOPA representatives from Germany, the UK, Lebanon and Cyprus. At a time when Cyprus is taking over the Presidency of the European Union, it is good to be able to report some positive aviation news from the island.

Clearance to fly into Cyprus at affordable cost is a huge boon to AOPA Lebanon pilots, who have effectively been confined to their country because of problems at Larnaca. Pilots have been



Above: AOPA representatives from Cyprus, Lebanon, Germany, and the UK with Cypriot aviation officials

reduced to flying local sorties from Beirut - the two other airfields in Lebanon are military-only. With the prospect of being able to fly only one hour to Cyprus opening up, the Lebanese have ordered two brand new glass cockpit Cessna 172s. AOPA Lebanon will do the pre-entry clearances, sending the names and details to Cyprus three days ahead for flights to be pre-authorized.

Martin Robinson, who took part in the negotiations, said: "We are now working with the airport to get the landing and handling down from €450 to a more sensible level, and the target price is €112. The airport wants a couple of weeks to sort this out with the handling agent and we believe we will get some progress there.

"The Cypriot authorities, from the Minister of Transport and the Head of the CAA on down, have been very helpful and there is a lot of goodwill between all parties. The airport is keen to see more traffic coming through, so everyone is a winner. To pilots outside Lebanon it may seem onerous to have to arrange on a Wednesday to fly on the Saturday, but that is a huge improvement on the situation before today, and we will be working to reduce the notice period further." ■

## AOPA Annual General Meeting

The 46th Annual General Meeting of the British Light Aviation Centre Ltd, trading as the Aircraft Owners and Pilots Association of the UK, will be held on Wednesday 19th September 2012 at the Victoria Charity Centre, 11 Belgrave Road, London, SW1V 1RB, commencing at 2 pm. The formal announcement and agenda of the AGM appears below.

A set of the financial accounts for the year ended 31st March 2012 will be provided in advance of the meeting on the AOPA website [www.aopa.co.uk](http://www.aopa.co.uk) together with the minutes of the 45th AGM and brief personal details of the members offering themselves for election and re-election. These data will also be available at the AGM. Any member wishing to elect another member to the Board of Management must provide notice in writing or email to the AOPA office at least 35 days in advance. A statement of willingness to serve will be expected from the proposed member together with appropriate personal details. Proxy voting is permitted, either by nominating in writing or by email a member who will be present at the AGM as proxy, or by nominating the Chairman as proxy.

Following the formal business of the meeting, there will be time for informal reports from the Chairman and CEO and for general discussion. Tea, coffee and sandwiches will be available for those attending from 1 pm and it is expected that the meeting will finish by 3.30 pm. The VCC requires an attendance list for security purposes, and it is therefore *important* that members who intend to attend are requested to please let the AOPA office know in advance, either by telephone (020 7834 5631), email ([info@aopa.co.uk](mailto:info@aopa.co.uk)), or by post to AOPA, 50a Cambridge Street, London SW1V 4QQ. This is equally *important* in planning for the refreshments. The VCC is near Victoria Station and location details are provided on the AOPA website

**AOPA 2012 AGM**  
**2.00 p.m. Wednesday 19th September 2012**  
**at the Victoria Charity Centre**  
**11 Belgrave Road, London, SW1V 1RB**

The formal notice follows:

**THE 46TH ANNUAL GENERAL MEETING OF THE BRITISH LIGHT AVIATION CENTRE**

Trading as

**THE AIRCRAFT OWNERS AND PILOTS ASSOCIATION OF UK**  
**will be held at the Victoria Charity Centre, 11 Belgrave Road, London, SW1V 1RB on Wednesday 19th September 2012 at 2.00 p.m.**

### Agenda

1. Apologies for absence
2. To confirm the Minutes from the 45th Annual General Meeting
3. To receive and approve the Directors' Report and Financial Statements for the year ended 31st March 2012.
4. The election of Directors to the Board of Management. The following Directors are due to retire by rotation: Pamela Campbell, David Bywater, Charles Henry and Ian Perry. David Bywater, Charles Henry and Ian Perry offer themselves for re-election. The election of other properly nominated Members of AOPA.
5. To appoint as Auditors Messrs Waller & Byford, at a fee to be fixed by the Board of Management.
6. To conduct any other business which may properly be dealt with at an Annual General Meeting.

**By Order of the Board**  **George Done, Chairman**    

# EASA and twin turboprop safety

IAOPA-Europe is joining with small aerodromes and the owners of twin turbine aircraft to roll back a new EASA requirement for accelerate-stop distances for non-commercial operations. The regulation would make it impossible for private twin turboprops to use airfields from which they have flown safely for years and could force some owners to downgrade to single turboprops or piston twins, with a significant reduction of safety.

IAOPA fought against the new regulation throughout the consultation period, saying such requirements have no place in the non-commercial world, but EASA has taken no notice. The accelerate-stop regulations mean an aircraft must be able to accelerate to V1 and decelerate to a stop without running out of runway. EASA says they apply to complex twins like the King Air and the Cheyenne which have a V1 value in their flight manual. While they are fine for commercial flights with paying passengers, pilots flying their own or company aircraft should not be forced out of perfectly adequate airfields by unnecessary rules, with the alternative of downgrading to less safe aircraft. Manufacturers, particularly Hawker Beechcraft, have voiced their own concerns to AOPA.

Dr Michael Erb of AOPA Germany has put forward the case of one of his members who upgraded from a TBM700 to a Piaggio Avanti because the twin is safer during long over-water journeys. EASA is proposing that he be debarred from using the Avanti from his home airfield, which would force him back to the single-engined aircraft. Jacob Pedersen of AOPA Denmark, who has represented IAOPA during EASA consultations on complex non-commercial Ops, says: "It's an absurdity if, in order to marginally increase safety during five seconds of the takeoff phase, the operator has to accept a lower level of safety during 99.9 percent of

the flight."

EASA claims it is merely applying ICAO standard procedures, but this is untrue. ICAO SARPS apply to turbojets above 5.7 tonnes MAUW; EASA has changed the definition to include many turboprops under 5.7 tonnes.

Dr Erb says: "Will this rule make flying safer? Definitely not! Will it damage our industry? Definitely yes! IAOPA considers Part NCC as a clear over-regulation with a negative business case and, most importantly, a dangerous reduction of safety in our industry. It is superfluous, and we described it as a masterpiece of



bad regulation at the meetings of the group tasked by EASA's Management Board to produce a paper for a new general aviation strategy. We are making all users of turboprop twins aware of this issue and we ask them to get in touch with us." ■

Tibbon



Beech King Air (above) and Piaggio Avanti will be hit by new rules

## New CI register?

Five years after it opened for business, some 500 aircraft have joined the Isle of Man register, and more than ten percent of Europe's business jets now carry the M prefix.

The situation has awakened the interest of the Channel Islands, also Crown Dependencies. Jersey's Economic Affairs Scrutiny Panel is reviewing the potential for a similar offer. The situation is complicated by the competing interests of the different islands, with Guernsey having decided to go it alone. The door is open, however, for Jersey to join in when able. Neither Jersey nor Guernsey are contracting states to ICAO, so their register, like that of the Isle of Man, would have to be a sub-register of the UK one. AOPA's Channel Islands Region Chairman Charles Strasser supports a joint Jersey-Guernsey register and has also suggested that the Channel Islands apply to ICAO to become a contracting state.

The Channel Islands are general aviation-friendly and offer cheap duty- and tax-free fuel, especially for AOPA members, who get a 5 percent discount on Jersey and Guernsey. Alderney offers no such discount but is currently offering a £10 landing fee during the month of September (£20 for twins) including 72 hours free parking.

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# GA at Goodwood

AOPA manned a stand at the Goodwood Festival of Speed, in the interests of promoting general aviation to those who might not necessarily have given it any thought. Martin Robinson, who spent four days at the Festival, said it was a useful event which could be built upon to GA's benefit.



"We put on display 300 copies of *General Aviation* which we invited passers-by to take, and they all went," he says. "Inside each was an offer to take a trial flying lesson with one of our corporate members, to be booked through the AOPA website so we can track the returns.

"We were visited by a surprising number of AOPA members – we're obviously right in thinking there's a commonality of interest between general aviation and high performance cars. I think the Festival of Speed has potential for general aviation; we've just got to work out how to make best use of it."

**Top: Mandy Nelson and Martin Robinson on the AOPA stand at Goodwood**  
**Left: Pilatus PC-12 and a replica Jaguar C Type at the Goodwood Festival of Speed**



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