



Resolution 26/1

**Gratitude for the Host and Sponsors**

Whereas: the Aircraft Owners and Pilots Association of South Africa has graciously hosted the 26<sup>th</sup> World Assembly of the International Council of Aircraft Owner and Pilot Associations in Stellenbosch, South Africa; and

Whereas: the leadership, staff, and members of AOPA-South Africa have given generously of their time and talents to make this Assembly a success, and have extended their warm friendship and hospitality to the delegates and guests; and

Whereas: in addition, a number of organizations have generously sponsored special events; and

Whereas: the delegates assembled wish to express their sincere appreciation to these persons and entities; therefore

IAOPA, at its 26<sup>th</sup> World Assembly, resolves:

to extend its deepest gratitude to all of the dedicated AOPA-South Africa personnel and members for their work in hosting the Assembly, including President Koos Marais, Ingrid Marais, Soekie Marais, Etienne Fouche, Peter Blaine, Chris Martinez, Alan Davson and the other members of AOPA-South Africa; as well as Seasons Travel professionals Louis Krige, Janita Storm, Lauren Field, and Megan De Wet and to express its appreciation to the following organizations for their sponsorship and services:

Jeppesen	Wings Over Africa
ExecuJet	E. C. Engineering
Ermelo Flying Club	Floppy Sprinklers
Eagles Creek Airfield	S A Mooney
Absolute Aviation	Steam and Electrical
Freedom Air	du Roi
Letaba Flying Club	Engelo and Volkers
Toyota	Mango Magic PTY (LTD)
Kalahari Flying Club	Loutzavia
Azriel Insurance	



Resolution 26/2

**Gratitude for International, Government and Industry Support**

Whereas: several government and aviation industry representatives have participated in the 26th World Assembly of the International Council of Aircraft Owner and Pilot Associations hosted by the Aircraft Owners and Pilots Association of South Africa 10-15 April 2012 in Stellenbosch, South Africa; and

Whereas: the delegates assembled wish to express their sincere appreciation to the representatives of South Africa and to the officials and agencies who participated in the Assembly; therefore

IAOPA, at its 26th World Assembly, resolves to:

thank the representatives of South Africa and other organizations for their cooperation, and especially the following officials for their generous and valuable participation:

The Civil Aviation Authority of South Africa

The Department of Transport

Mitchell Fox, International Civil Aviation Organization (ICAO)

Steven Brown, National Business Aviation Association (NBAA)



## Resolution 26/3

### **Remotely Piloted Aerial Systems**

Whereas: the proliferation of Remotely Piloted Aerial Systems (RPAS) in both the civil and military sectors and their wide range of potential applications has grown considerably within the past decade. Hundreds of RPAS projects worldwide have emerged within the past few years, often outstripping the ability of national authorities to fully regulate and cope with the unique operational capabilities and limitations of these devices. The anticipated growth rate of remotely piloted aircraft (RPA) creates a pressing need for ICAO and State regulatory authorities to address the issue and generate standards designed to ensure the safety of all aeronautical activities. This is an *urgent requirement*; and

Whereas: general aviation is especially impacted by the RPAS revolution since many of its operations occur in the low altitude airspace structure, in which RPAs also operate. The see-and-avoid principle is the primary and often only means of separating aircraft in low altitude and remote environments; it requires the active attention of pilots in *both* aircraft to effectively ensure separation. Yet, RPAs have yet to demonstrate a *sense-and-avoid* system not dependent on responding systems designed to complement see-and-avoid methods; and

Whereas: while segregating RPA and manned aircraft operations offers a measure of mutual protection, two issues emerge: is the RPAS sufficiently reliable to remain within its assigned airspace and will RPA airspace deny operational areas to manned aircraft? The latter issue is of great importance to the general aviation community that constantly faces the erosion of available airspace in the name of military, national security, and commercial aviation “necessity;” therefore,

IAOPA, at its 26th World Assembly, resolves to:

work with ICAO and State authorities to expeditiously develop UAS standards that will:

- provide mutual protection for both RPA and manned aircraft
- minimize the allocation of airspace exclusively for RPA operations
- fully integrate RPAS into the State airspace systems
- create certification and continuing airworthiness standards
- ensure adequate training and certification for all RPAS personnel



## Resolution 26/4

### **Aerodrome System Development**

Whereas: Government officials, politicians and the public tend to think of aerodromes as larger facilities designed to handle commercial air traffic with little regard for general aviation aerodromes, and

Whereas: little recognition exists at the State and regional level in most States for the economic and strategic advantages of a well-developed national aerodromes network, and

Whereas: in the past IAOPA and its affiliates have focused on the protection of existing aerodromes without providing an overall plan for promoting the need for a network of smaller local and regional aerodromes, therefore,

IAOPA, at its 26<sup>th</sup> World Assembly, resolves to:

develop and promote a sustainable aerodromes plan that will:

- portray the value of domestic and international aerodromes as an essential part of their national transportation infrastructure; and
- provide the tools aviation groups and governmental officials need to devise and implement aerodrome policies; and
- highlight the economic and strategic advantages of a State aerodrome system; and
- promote a publicity campaign to foster a strong national and international aerodrome network.



## Resolution 26/5

### **Hazards Resulting from Wind Turbines**

- Whereas: governments around the world have increased their interest in renewable energy over the last ten years. In part, this is to reduce mankind's dependence on fossil fuels but also to reduce the impact of carbon; and
- Whereas: one form of renewable energy comes from wind, one method of using the wind to generate power is through wind turbines; and
- Whereas: wind turbines are structures that can reach 200 meters above ground level, and can rotate at speeds up to 160 mph; and
- Whereas: it is well known that wind farms can create distortions on radar screens and as the number of wind farms has grown so has the number of radar 'blackout' zones which effectively means aircraft disappear and controllers lose an aircraft's exact position; and
- Whereas: in addition to their physical presence wind farms can have an effect on electromagnetic spectrum which has potential safety implications if they are within a 30 km radius of an aerodrome (taking into account terrain), as well as other sites that support air traffic management and weather forecasting; and
- Whereas: the physical size of wind turbines placed close to aerodromes can be a hazard to the safety of general aviation operations, particularly in emergency situations like engine failures within the circuit/pattern; and
- Whereas: the effects of wind turbines are not just about their proximity to aerodromes or navigation and surveillance systems but also the microwave link between primary and secondary surveillance radar. The end effect is on aircraft and ultimately flight safety; therefore

IAOPA, at its 26<sup>th</sup> World Assembly resolves to:

raise awareness at ICAO and with national authorities of the potential hazards wind turbines present to the safety of flight; and

encourage renewable energy associations and the National Aviation Authorities to take into account the following recommendations to:

- develop a national map depicting the wind turbine sites; and
- conduct a risk assessment when planning to place a wind turbines within a 30 km radius of an aerodrome or a system that supports air traffic management or weather depiction; and
- depict all large wind turbines on aeronautical charts.



## Resolution 26/6

### **Bilateral Agreement for Validation of Flight Crew Licenses**

- Whereas: common recognition of flight crew licenses issued in United States of America and the European Union based on ICAO standards is essential for the free movement aviation personnel and support of general aviation (GA) as a vital component of the aviation, national economies and in developing safety standards and procedures; and
- Whereas: European Aviation Safety Agency member States will by 2012 have commonly based regulations for flight crew licenses and aircraft certification, severely limiting the use of FAA issued pilot licenses in Europe; and
- Whereas: the Bilateral Aviation Safety Agreement between USA and Europe may make available commonly recognised rules for validation on flight crew licenses and certification of aircraft. Bilateral agreements between FAA and EASA secures safety and future development of the aviation sector, GA in general and sets out avenues for further global recognition of aviation licences for all ICAO member States; therefore

IAOPA, at its 26th World Assembly, resolves to:

urge States and responsible authorities to:

- seek a flexible and common recognition and validation of flight crew licenses issued in other member States, based on standards laid down by ICAO, and
- seek avenues for a speedy bilateral agreement between Europe and the United States of America on commonly recognised licences and certification of aircraft, and
- develop mechanisms to foster a future global common recognition of member States flight crew licenses.



## Resolution 26/7

### **Universal Validation of Flight Crew Licenses**

- Whereas: Recognition of flight crew licences is essential to the international aviation legal framework, and
- Whereas: that according to Article 32b of the Convention on International Civil Aviation each state reserves the right to refuse to recognise, for the purpose of flight above its own territory, licenses granted to any of its nationals granted by another State, and
- Whereas: European States have agreed to develop a single licensing system for Europe, yet neither the Commission nor the European Aviation Safety Agency (EASA) are signatories to the Convention, and
- Whereas: by July 2012 EASA member States will have uniform regulations for flight crew licences in Europe, and
- Whereas: the Bilateral Aviation Safety Agreement agreement between Europe and the USA may develop common rules for validation of flight crew licences and certification of aircraft; therefore

IAOPA, at its 26th World Assembly, resolves to:

urge States and responsible authorities to:

- maintain the current practice of recognising pilot licenses for the purposes of day VFR in accordance with Article 33 of the Convention, and
- seek a flexible and common recognition among States of flight crew licences based on ICAO Annex 1 standards.



Resolution 26/8

**Providing Aeronautical Information**

Whereas: aeronautical information plays an important role in safety both for general and commercial aviation; and

Whereas: governments have an obligation to their citizens and foreign aircraft operators to provide air navigation services (ANS) and aeronautical information services (AIS); and

Whereas: in some parts of the world air navigation services and information are provided by non-government agencies which charge fees for their services; and

Whereas: ICAO Annex 15 states that the overhead cost of collecting and compiling aeronautical data and aeronautical information should be included in the cost basis for aerodrome and air navigation services charges, as appropriate, in accordance with the principles contained in ICAO's Policies on Charges for Aerodromes and Air Navigation Services (DOC 9082); therefore

IAOPA, at its 26th World Assembly, resolves to:

urge States to promulgate AIS in a way to provide:

- adequate cash flow from the ANS charges to provide AIS without charging for those products in excess of printing and distribution costs; and
- electronic/digital aeronautical data free of charge and to enable competition between service providers. This would keep fees low for all concerned.



Resolution 26/9

**Optimizing the Flight Training Experience to Grow the Pilot Population**

Whereas: large numbers of people worldwide aspire to fly; and

Whereas: a high percentage of individuals who begin flight training stop their training before earning a private pilot licence; and

Whereas: we face a serious pilot shortage in future years; therefore

IAOPA, at its 26th World Assembly, resolves to:

encourage IAOPA affiliates to:

- develop programs to encourage people to explore flight training, and
- share research showing what kind of factors increase the probability of successfully completing flight training and earning a private pilot licence; and

advocate for:

- initiatives that reduce cost barriers to flight training; and
- greater use of flight simulation training devices that lower training costs; and
- no/lower taxes and fees for flight training; and
- low interest loans for flight training.



## Resolution 26/10

### **Full Utilization of Existing Aircraft Equipment**

- Whereas: the general aviation community has acquired and then trained to utilize new avionics rapidly as new and improved equipment has become available; and
- Whereas: a significant percentage of the general aviation fleet now utilizes satellite based technology (GPS) for navigation and other purposes in the cockpit; and
- Whereas: increasing numbers of pilots are now bringing new technology into the cockpit for use in flying; and
- Whereas: technology brought into the cockpit is already beginning to interact with avionics installed in the aircraft further increasing capabilities; therefore

IAOPA, at its 26th World Assembly, resolves to:

request that as civil aviation authorities consider equipage requirements, priority consideration must be given to policies that allow the general aviation community to fully utilize the equipment in their aircraft before additional equipage requirements are imposed.



Resolution 26/11

**Universal Acceptance of Aircraft and Parts Certification**

Whereas: the lack of universal acceptance for ICAO Annex 8 certification of aircraft and replacement parts for aircraft with a MTOM less than 5,700 kgs. artificially drives up the purchase price for these items among States; therefore

IAOPA, at its 26<sup>th</sup> World Assembly, resolves to:

emphasize that IAOPA affiliates will work with their national aviation authorities to increase acceptance of other States' certification of aircraft and parts for aircraft with a MTOM of less than 5,700 kgs.



## Resolution 26/12

### **Emphasize ICAO Duty of Care Differences to its Member States**

Whereas: ICAO and its contracting States develop minimum standards in support of all civil aviation, which includes general aviation, and

Whereas: member States have endorsed Annex 6 parts 1 & 2; therefore

IAOPA and its Affiliates at its 26<sup>th</sup> World Assembly resolves to:

- urge ICAO to remind its member States of the contents of Annex 6, part II of the duty of care provisions a State owes to general aviation, which are different from the duty of care a State owes to passengers using commercial air transport services; and
- encourage ICAO at its earliest opportunity to dedicate time to emphasize the importance of these differences to its members States

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For reference: ICAO Annex 6, Part II, Foreword (excerpts)

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*“Level of safety.* The Annex should ensure an acceptable level of safety to passengers and third parties (third parties meaning persons on the ground and persons in the air in other aircraft). Also, as some international general aviation operations (typically under 5 700 kg) would be performed by crews less experienced and less skilled, with less reliable equipment, to less rigorous standards and with greater freedom of action than in commercial air transport operations, it was therefore, accepted that the passenger in international general aviation aircraft would not necessarily enjoy the same level of safety as the fare-paying passenger in commercial air transport. However, it was recognized that in ensuring an acceptable degree of safety for third parties, an acceptable level of safety for flight crews and passengers would be achieved.

...

“In 2005 and 2006, the Air Navigation Commission completed a thorough review of Annex 6, Part II, with the intent of modernizing the provisions to reflect the significant changes in general aviation since the Annex was initially developed. The Commission considered new general aviation dynamics reflected by the increasing use of large, technically advanced turbine-engined aeroplanes in international general aviation operations. The Commission endorsed the philosophy established during initial development of the Annex that the owner and pilot-in-command must assume responsibility for the safety of operations in non-commercial operations where travel is not open to the general public. In such operations the Standards and Recommended Practices need not be as prescriptive as those in Annex 6, Part I, due to the inherent self-responsibility of the owner and pilot-in-command. The State does not have an equivalent “duty of care” to protect the occupants as it does for fare-paying customers in commercial operations. The Commission endorsed the level-of-safety philosophy that the Standards and Recommended Practices of Annex 6, Part II, must protect the interests of third parties. It was therefore agreed that the basic provisions of Annex 6, Part II, should remain applicable to all general aviation operations, but updated to reflect current technologies and operational procedures and the use of safety management systems where appropriate.”



## Resolution 26/13

### **Regulatory Equity**

Whereas: little recognition exists at the State and regional level regarding the economic and strategic advantages of a well-developed general aviation community

Whereas States have detailed plans regarding the growth of commercial air transport

Whereas General aviation also plays an important role in the economy of a State, yet States often have no plans regarding a sustainable future for general aviation; therefore

IAOPA, at its 26<sup>th</sup> World Assembly, resolves to

urge States to:

- give greater attention to the changing role and importance of general aviation within the overall aviation system; and
- develop markets for the growth of general aviation; and
- highlight the economic and strategic advantages of an active general aviation fleet; and
- ensure proportionate regulations for general aviation with respect to airspace and aerodrome access, application of airworthiness standards, pilot licences and medical certification; and
- institute risk and cost benefit-based approaches in all rulemaking actions pertaining to general aviation activities.



## Resolution 26/14

### **Prioritize Review of ICAO Annexes Pertaining to General Aviation**

Whereas: ICAO develops standards and recommended practices from which national aviation authorities are expected to use as the basis of their national regulations; therefore

IAOPA, at its 26<sup>th</sup> World Assembly, resolves to:

request ICAO to:

- expedite the review of the Annexes to the Convention applicable to general aviation; and
- take cognizance of the different levels and types of general aviation activity in this review; and
- acknowledge that general aviation users accept a higher level of risk in the operation of their aircraft, certification of general aviation aerodromes, and certification standards for the different levels of pilot licences and associated medical standards.



## Resolution 26/15

### **Access to Airspace for General Aviation and Flight Training**

- Whereas: research reveals a significant future shortage in the number of pilots required for both commercial and private operations in the near future; and
- Whereas: this shortage of pilots create a major negative impact on the future of general and commercial aviation activities, adversely affecting economic growth within all ICAO member States; and
- Whereas: access to conveniently located airspace segments is critical to the growth of the general aviation and the flight training activities essential to the development of future pilots; and
- Whereas: improper application of airspace categories without user consultation has a detrimental effect on general aviation and flight training; and
- Whereas: if airspace redesign and modernization efforts underway in many States are not instituted properly and without user consultation, they may adversely impact general aviation and flight training activities; and
- Whereas: airspace redesign and modernization efforts if designed correctly will actually result in a reduction in the volume of airspace below 10,000 ft. MSL needed for the close control of aircraft; therefore

IAOPA and its affiliates, at its 26<sup>th</sup> the World Assembly, resolves to:

work with ICAO, State and military regulatory authorities responsible for airspace classification and apportionment 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 modernization and classification policies, standards, and locations; and
- ensure the principles of access and equity are an integral component of airspace classification and modernization efforts; and
- develop alternative routes for use by visual flight rules operators in high-density areas, consistent with safe operating standards.



Resolution 26/16

### **European Equipment Requirements**

Whereas: in the coming decade European Union aircraft owners will be required to invest more than €1 million in 8.33 kHz communications radios, automatic dependent surveillance-broadcast systems and navigation equipment primarily because these devices will benefit commercial air transport operators. These devices do not add extra value for the general aviation community; and

IAOPA at its 26<sup>th</sup> World Assembly resolves to:

urge the European community to provide required equipment financial support for airspace users not afforded a positive business case, especially if positive benefits accrue to aviation system users.



Resolution 26/17

**Exchange of European Pilot Licences at No Cost**

Whereas: European pilots will soon have to obtain new European Aviation Safety Agency (EASA) licences based on possession of existing Joint Aviation Regulations (JAA) licences; and

Whereas: This replacement process does not provide pilots with any additional privileges or authorities; therefore

IAOPA at its 26<sup>th</sup> World Assembly resolves to:

urge European national aviation authorities responsible for this conversion process to provide the new EASA licences at no cost.



Resolution 26/18

**Eliminate Air Traffic Control Charges for General Aviation Activities at Aerodromes that have Transitioned to Commercial Air Service**

Whereas: Many aerodromes designed primarily for general aviation activities within Europe have become increasingly attractive for use by low-cost airlines and other commercial operators in their desire to avoid major aerodromes located near large cities; and

Whereas: When these aerodromes transition to airline use additional air traffic services are added to serve the needs of these commercial operators. These services are neither required nor desired by general aviation operators, yet they are required to pay for the services even though they receive little or no benefit from them; therefore

IAOPA at its 26<sup>th</sup> World Assembly resolves to:

urge European States not to charge general aviation activities for the air traffic control services provided at aerodromes that have transitioned from general aviation to commercial service.



## Resolution 26/19

### **Universal Aerodromes Policy**

- Whereas: legislators, local authorities, politicians and the non-flying public tend to understand aerodromes as being used for commercial air transport; and
- Whereas: general aviation GA aircraft generally require runways no longer than 1000 m; and
- Whereas: owners often maintain smaller aerodromes at their own expense; and
- Whereas: IAOPA has focused on aerodrome retention and may have overlooked the need and benefit of helping society to develop new aerodromes away from contentious locations; and
- Whereas: IAOPA has previously passed resolutions regarding the necessity of protecting the continued existence of aerodromes without indicating specific action plans on the part of the affiliates to support; and
- Whereas: past resolutions did not propose a series of practical proactive actions to be undertaken by affiliates, therefore,

IAOPA, at its 26<sup>th</sup> World Assembly, resolves to:

create an aerodromes policy template for use by its affiliates to assist their officials in fostering creation of aerodromes within the State.



Resolution 26/20

**Unnecessary Additional Security Requirements  
When Validating Pilot Licences In Other States**

Whereas: when pilots have their ICAO compliant licences validated in other States, many of those States now require additional security checks; and

Whereas: the State of licence issue, if ICAO compliant, will have already completed any necessary security checks and confirmation of identity; and

Whereas: pilots will not only have undergone such checks on licence issue in their State of origin, but will upon entering another State also have been through immigration control with photo identification; and

Whereas: in such cases this imposes undue delay and unnecessary costs in licence validation, thereby impeding the free flow of pilots between States.

IAOPA at its 26<sup>th</sup> World assembly resolves to:

encourage all ICAO member States to accept compliant flight crew licences without delay and costly security checks.



## Resolution 26/21

### **Continue Development of AOPA Global Membership Concept**

- Whereas: the aviation industry is transforming into a globalized marketplace where access to and delivery of relevant content and benefits has been simplified through technology and worldwide access to the Internet; and
- Whereas: IAOPA affiliates worldwide have expressed a growing need and importance for mutually beneficial collaborations that pool resources and build synergies between organizations to advance and pursue common interests, goals and mission objectives; and
- Whereas: pilots worldwide have expressed interest and desire in a more global organization; and
- Whereas: affiliates desire to share a common vision in which there is a world in which everyone has the freedom and ability to explore and participate in aviation, sharing our passion for aviation with our partners around the world to help people realize their aviation dreams.

IAOPA at its 26<sup>th</sup> World Assembly, resolves to:

develop the AOPA Global concept to:

- Support education and safety; and
- Represent operational excellence; and
- Respect local cultures, traditions and laws; and
- Forge partnership with each other based on mutual benefit; and
- Promote the community and fun of aviation.

IAOPA will report on progress on a regular basis and provide updates at the 27<sup>th</sup> World Assembly.



Resolution 26/22

**Recognizing John Sheehan**

Whereas: John Sheehan has served as Secretary General of the International Aircraft Owner and Pilot Associations for 15 years

Whereas: Under his stewardship the Association has grown to encompass 70 countries and has achieved worldwide recognition among aviation authorities;

Whereas: The delegates wish to place on record their appreciation for his selfless work, unfailing courtesy and diplomatic deftness: therefore

IAOPA, at its 26<sup>th</sup> World Assembly, resolves to:

express its gratitude to John Sheehan for his contribution as Secretary General down the years and wish him well for the future.