



Resolution 24/1

Gratitude for Sponsors and Supporters

Whereas: the Hellas Aircraft Owners and Pilots Association has graciously hosted the 24th World Assembly of the International Council of Aircraft Owner and Pilot Associations (IAOPA) in Athens, Greece; and

Whereas: the leadership and staff of AOPA Hellas 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: a number of organizations have generously sponsored the Assembly and its special events; therefore

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

IAOPA, at its 24th World Assembly, resolves:

to extend its appreciation to the following individuals and organizations for their excellent services and sponsorship:

- Yiouli Kalafati, President AOPA Hellas
- Marina Zompanaki, AOPA Hellas World Assembly Coordinator
- Billy Costas, AOPA Hellas Treasurer
- AOPA Hellas volunteers
- Hellenic Ministry of Transportation and Communications
- Hellenic Ministry of Tourism
- Hellenic Civil Aviation Administration
- Hellenic Air Force
- AirBP
- Aegean Airlines
- Olympic Airways Services
- Athens International Airport



Resolution 24/2

Gratitude for International, Government and Industry Support

Whereas: representatives from a number of international, regional, national and industry organizations have participated in the 24th World Assembly of the International Council of Aircraft Owner and Pilot Associations, providing a significant contribution to the success of the Assembly; and

Whereas: the delegates assembled wish to express their sincere appreciation to all of the representatives who participated in the Assembly; therefore

IAOPA, at its 24th World Assembly, resolves:

to thank the following representatives for their insight, support and participation:

- I. Andrianopoulos, Governor of Hellas CAA
- Daniel Calleja, Director Air Transport – European Commission
- Patrick Goudou, Executive Director – EASA
- Nancy Graham, Director ICAO Air Navigation Bureau
- K. Hatzidakis, Hellenic Minister of Transportation and Communication
- Anton Koutsoudakis, Director Flight Standards, Hellenic CAA
- David McMillan, Eurocontrol Director General
- Jyrki Paajanen, European Commission Air Transport Directorate Administrator of Air Traffic Management
- Gustav Real, Real Audit Principal
- Antonis Simigdalas, Chief Operating Officer – Aegean Airlines, ERA President
- Karsten Theil, ICAO European Regional Director
- G. Zografakis, Egnatia Aviation, JAA FTO



Resolution 24/3

Standardizing Airspace Classifications

Whereas: general aviation needs two essential resources (other than money) with which to operate: aerodromes and airspace. A persistent threat concerning airspace access plagues general aviation, especially those operating under visual flight rules (VFR). This is the random, unplanned and non-standardized placement of tightly controlled airspace in areas frequented by general aviation, generally areas not requiring a high degree of control; and

Whereas: little guidance is provided to States regarding airspace design and justification. The result is that airspace segments are designated at the whim of the regulatory authority, yielding little standardization among States, even contiguous ones; and

Whereas: enroute navigation while avoiding restrictive airspace makes VFR operations increasingly complex. This complexity aggravates a number of other potential hazards: marginal weather, dwindling fuel, rising terrain and apprehensiveness about a possible airspace violation all conspire to increase risk and reduce safety for the VFR pilot; and

Whereas: little or no consistency in airspace standardization exists from one State to another, especially with regard to the airspace above 3,000 feet AGL or within terminal areas. One State's Class D airspace becomes another's Class C or another's Class B. Since many States erroneously equate a high degree of air traffic control with safety, much airspace is over-classified; therefore

IAOPA, at its 24th World Assembly, resolves:

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
- involve stakeholders and use their input when developing airspace classification policies, standards and locations
- coordinate airspace classification policy with nearby States and regional groups
- design airspace using risk assessment and cost benefit analysis techniques.



Resolution 24/4

Rationalizing ANSP and Aerodrome Fees

- Whereas: air navigation services providers and aerodrome operators charge individual aircraft operators for services throughout most the world. These charges are not always subject to adequate controls and consultation with users prior to implementation, and
- Whereas: many of the expenses that support these charges are not often fully disclosed, especially administrative and overhead charges, making it difficult to determine actual costs of service provided, and
- Whereas: cost vs. benefit analyses used to determine the validity of charges for various categories of users are not always employed nor are analyses conducted for all user categories involved in fee proposals. Without these analyses it is difficult to determine whether proposed fees are properly allocated among user categories, and
- Whereas: even though ICAO guidelines require service providers to consult with users prior to imposing new or altering existing charges, some providers neglect or abbreviate this important step. Further, if the consultation fails to achieve a provider/user consensus formal and effective means of redress for disputed charges/fees are not always available to users, and
- Whereas: access to airspace and aerodromes for general aviation operators is a safety issue. Economic constraints should not be considered as a primary determinant for a pilot to safely plan, execute and complete any flight. Adverse or rapidly changing weather, aircraft operational limitations and pilot experience levels are constant concerns for operators of light general aviation aircraft. The ability to fully utilize all available services once a flight has begun is a critical element in promoting a safe operating environment for the general aviation pilot. Costly fees for services should not act as constraints to effective pilot decision-making during flight, and
- Whereas: ICAO and States should continue to heed and follow paragraph 41viii of Doc 9082, “The charges levied on international general aviation should be assessed in a reasonable manner, having regard to the cost of the facilities needed and used and the goal of promoting the sound development of international civil aviation as a whole”; therefore



(Resolution 24/4 continued)

IAOPA, at its 24th World Assembly, resolves:

to urge the appropriate regulatory authorities to require air navigation service providers and airport operators to:

- fully disclose the financial components of proposed projects or added charges.
- prepare and publish a segmented cost-benefit analysis for each project/charging scheme. The segmentation is required to evaluate the effect and efficacy of charges/fees on each segment of the user community.
- provide a formal and effective means of redress for disputed charges/fees should be available and clearly spelled out in any proposal.
- charge users only for services actually required and received.
- and, consult all user groups regarding changes to existing charges.



RESOLUTION 24/5

Philippines CAA Consideration of Past IAOPA Resolutions

Whereas: the government of the Philippines has established a new Civil Aviation Authority to assume the regulation of civil aviation, including general aviation; and

Whereas: the Philippines CAA has put out for comment a new body of Civil Aviation Regulations (CAR), with a deadline for comment by the end of June, which will supplant the existing body of regulations; therefore

IAOPA, at its 24th World Assembly, resolves:

to support the efforts of AOPA-Philippines in urging the Civil Aviation Authority of the Philippines (CAAP) to take into consideration current and past World Assembly resolutions as may be applicable to the adoption of regulations to govern general aviation.



RESOLUTION 24/6

Emergency Locator Transmitter Alternatives

Whereas: Emergency Locator Transmitters have not shown themselves to activate properly in many instances, and;

Whereas: other and potentially superior technology for alerting and locating of aircraft in distress is either in place now or in development; therefore

IAOPA, at its 24th World Assembly, resolves:

to urge international and national authorities to implement regulations regarding aircraft in distress that permit affordable and practical alternatives to Emergency Locator Transmitters for general aviation, including devices and/or monitoring systems that do not have to survive a crash in order to provide a reasonable alerting and locating function, and

to permit aircraft owners to select an alerting and locating option that is appropriate for their type and area of operations.



Resolution 24/7

Need for Meaningful General Aviation Data

- Whereas: rules developed for commercial air transport are not necessarily appropriate for general aviation; and
- Whereas: IAOPA Europe has been successful in convincing the European Commission to recognize the need for proportionality across Rules and Regulations; and
- Whereas: IAOPA represents a broad range of GA aircraft operations including recreational, personal transportation, historic aircraft, etc; and
- Whereas: international general aviation frequently does not have sufficient official data available to it concerning its status and level of operations to adequately support its needs and desires; therefore

IAOPA, at its 24th World Assembly, resolves:

that the State regulatory authorities, including European Commission, should encourage the collection and publication of meaningful data so that in the future proportionality decisions can be reached more readily.



RESOLUTION NUMBER 24/8

Russian Government Considerations for General Aviation

Whereas: the World Assembly has noted the intention of the Russian Government to invest in developing infrastructure for general aviation; and

Whereas: general aviation hours (excluding business aviation) in Russia has been growing substantially in recent years; therefore

IAOPA, at its 24th World Assembly, resolves:

- to express deep satisfaction with the positive developments in the field of General Aviation in Russia.
- to offer cooperation and support from IAOPA during the rule-making process in Russia.
- to stress that public investment into airport infrastructure should be accompanied by specific assurances of equal access for all users to the airport infrastructure.



RESOLUTION NUMBER 24/9

Security and Handling Requirements for General Aviation

Whereas: general aviation aircraft operators are often unnecessarily subjected to the same level of security as commercial air transport; and

Whereas: full terminal facilities are not required by general aviation operators; and

Whereas: mandatory handling facilities designed to facilitate security processes are not required for general aviation operators; therefore

IAOPA, at its 24th World Assembly, resolves:

that national security and aerodrome authorities are urged to:

- ensure general aviation aircraft are parked in non-security restricted areas on aerodromes.
- provide access to general aviation aircraft through non-security sensitive perimeter access points.
- abolish mandatory handling requirements for general aviation aircraft.
- if mandatory handling is required, the cost of such handling should not be passed onto the general aviation operator.
- absorb or otherwise fund the cost of handling charges if mandatory handling cannot be eliminated.