



### IAOPA and FAI Combine to Modify Language Proficiency Requirements

The International Council of Aircraft Owner and Pilot Associations (IAOPA) and the Fédération Aéronautique Internationale (FAI) joined together at the 36th ICAO Assembly to advocate more reasonable language proficiency standards for pilots operating under visual flight rules (VFR).

In a joint working paper presented to the Assembly the two organizations requested a delay in implementing in the new language proficiency standards, a requirement to make States report their progress toward full language

proficiency compliance and a reduction in the stringency of the standards for VFR operations.

Under ICAO standards on 5 March 2008 all pilots will be required to demonstrate a high level of language proficiency when they fly internationally. While this level of proficiency may be justified for pilots operating under instrument flight rules (IFR) the communications require-

ments for VFR operations are less complex and demanding. The impact of the existing high level of language proficiency on world general aviation will prove unjustifiably costly and burdensome should the new standard be allowed to stand.

In a joint statement FAI President Pierre Portmann and IAOPA President Phil Boyer said, "We are pleased that the Assembly effectively delayed the language proficiency compliance date for three years and encouraged States to review their VFR communications requirements to determine whether they justify the high ICAO standard. We thank the Assembly for hearing our request and acting equitably. We look forward to working with the ICAO Secretariat on the substantive aspects of this issue."

IAOPA and FAI represent the interests of more than one million general aviation pilots and aircraft owners in 88 countries.

More information visit - [www.iaopa.org](http://www.iaopa.org) - or contact FAI Secretary General Max Bishop at +41 21 345 1070 or IAOPA Secretary General John Sheehan at +1 910 509 1863.

### AOPA-Italy Initiates General Aviation Web site

Massimo Levi, AOPA-Italy president, has a vision: he wants every high school student in Italy to learn about the advantages and pleasures of general aviation. "If we are to get more people to participate in general aviation we must

first tell them of its advantages and attractiveness. Our Aviazione Generale Web site will become the first step in that process," he said. "My goal is to have every high school student in Italy view this Web site. High school students are at the right age to plant the seeds for an aviation career."

More information visit - [www.aviazionegenerale.it](http://www.aviazionegenerale.it)



### Secretariat News

#### IAOPA presence at ICAO

- Frank Hofmann, IAOPA representative to ICAO

Most pilots don't believe that what happens at the International Civil Aviation Organization (ICAO) matters to them, that ICAO concerns itself only with commercial international air travel. That used to be the case.

To show you how things have changed, let me recount some of IAOPA insights and activities these last few months.

ICAO itself is in transition—trying to re-align itself with a new business plan; a reduced and reducing budget; trying to live with post-World War II (1944) Articles, which were developed by 53 States instead of the current 190; with new staff and results of Universal Safety Oversight Program (USOAP) audits indicating a low level of compliance with ICAO's

Standards and Recommended Practices (SARPS). These SARPS are adopted to meet

ICAO objectives including safety and efficiencies. Naturally general aviation concerns are pushed into the background by these institutional upheavals.

#### IAOPA Information

- Special Notices
- IAOPA Comments on AN-WP/8152, Search and rescue requirements for ELTs and communications
- Security Guidelines for General Aviation Aerodromes
- Global CNS/ATM Policy
- Airport Charging Policies
- IAOPA Input for ICAO Security Manual (DOC 8973)
- IAOPA Statements
- Brochures (PDF format)
- International Council of Aircraft Owner and Pilot Associations
- Who is IAOPA and what do we do?
- General Aviation and Aerial Work Operations What are they and how do they work?

All these items are available in full on-line at - [www.iaopa.org](http://www.iaopa.org)



### IAOPA - EUROPE MEMBER COUNTRIES

- |                |             |                |
|----------------|-------------|----------------|
| AUSTRIA        | HUNGARY     | POLAND         |
| BELGIUM        | ICELAND     | PORTUGAL       |
| BULGARIA       | IRELAND     | ROMANIA        |
| CROATIA        | ISRAEL      | RUSSIA         |
| CYPRUS         | ITALY       | SLOVENIA       |
| CZECH REPUBLIC | LATVIA      | SPAIN          |
| DENMARK        | LITHUANIA   | SWEDEN         |
| FINLAND        | LUXEMBOURG  | SWITZERLAND    |
| FRANCE         | MALTA       | TURKEY         |
| GERMANY        | MONACO      | UKRAINE        |
| GREECE         | NETHERLANDS | UNITED KINGDOM |
|                | NORWAY      |                |

To contact your national European IAOPA representative visit - [www.iaopa.org/affil/](http://www.iaopa.org/affil/)



# EUROPEAN AVIATION HISTORY

# ROMANIA - GA BUYER EUROPE Profiles Aviation Traditions and Aspirations in the Country.

## AOPA-Romania Moves General Aviation Forward

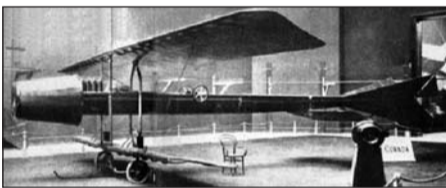
### The Past



Traian Vuia flew in France in 1906

Romania has a rich and diverse aeronautical history that spans five centuries. Visionaries such as Conrad Hass conceived of rockets to the moon in the sixteenth century and Bojar Conachi engaged in the first hot air balloon flights in the nineteenth century. More recently, Romanian Traian Vuia flew a powered aircraft in France on 18 March 1906; unfortunately he failed to repeat this feat under controlled circumstances. Yet this performance led the way for other Romanian flights in the first decade of the twentieth century.

### The First Jet-propelled Aircraft in History



Henri Coanda's 1910 Jet propelled aircraft

Perhaps the most illustrious representative of Romanian aeronautical genius was Henri Coanda who in 1910 tested the first jet-propelled aircraft in history, the Coanda 1910. While developing his turbojet engine, Henri Coanda made a discovery that later awarded him worldwide scientific fame—the "Coanda Effect," an important boundary layer attachment theory still in use today.

In modern times Romania has produced notable pilots and aircraft engineers who have inspired and led generations of aviation enthusiasts within the country. Alexandru Papanu won the 1936 Aerobatics Championship of the Two Americas. At the beginning of the World War II, one of the most advanced fighters to enter battle was the Romanian IAR 80; unfortunately it fell victim to wartime expediency and never saw combat. During Communist rule Romanian engineers, such as Radu Manicatide and Iosif Silimon, designed and manufactured splendid aircraft. During this time a generation of outstanding pilots started their flight training in flight schools that established a continuing tradition.



An advertisement for Aeroplanes Coanda



Aircraft details of Alexandru Papanu's winning 1936 Aerobatics Championship of the Two Americas.

### Today

A century after Traian Vuia's excellent example, Romanian general aviation should be flourishing, yet we have a long way to go. Our general aviation community comprises 95 percent sport and micro-



The IAR 80 was produced early in the Second World War.

light aircraft and just five percent traditional general aviation aircraft. These proportions will likely shift in favor of more common general aviation aircraft as this type of aviation gains wider acceptance within the country and we embrace the example of the European Community. As a new member of the State of the European Union, Romania will follow the standards set by the European Aviation Safety Agency, which will make it easier to certify and accept other certified aircraft within the country. This should lead to an increasing number of aircraft joining the YR registry. Just last month a D-registered aircraft arrived in Bucharest prepared to switch to Romanian registry. We anticipate that other foreign-registered aircraft will follow this example.

AOPA-Romania was founded in May 2006, consisting mainly of pilots and owners of microlights, the predominant type of general aviation aircraft within the country. Since the beginning AOPA-Romania has been an active general aviation advocate, fighting for and protecting its members' right to fly. In late 2006 the Ministry of Transportation tried to pass new legislation that would limit the flying rights of microlights and to impose user fees. AOPA-Romania, together with the national aeroclub, opposed these proposals and, after several months of intense negotiation, succeeded in achieving legislation that gives microlights the right to fly with few restrictions or fees.

AOPA-Romania is heavily involved in a safety-first culture. One of its main objectives for 2007 is to sponsor, organize, and promote safety seminars in close cooperation with the Romanian Air Traffic Authority. These seminars provide air law and flight procedures refresher information for pilots, especially for flight in congested airspace.

Following the example of AOPAs in other countries, several programs have been implemented and are under consideration that will generate interest in aviation among young people. AOPA-Romania members will offer introductory flights to youngsters in an attempt to create a life-long interest in aviation. Many children have discovered the magic of flight with AOPA pilots, and many more are expected to come to fly with us. Their smiles and laughter after landing is our greatest reward. Very soon, the AOPA Project Pilot Mentor program will start with the help of our members who are also flight instructors. Similar to a Big Brother program, our project is about getting new pilots into general aviation and, hopefully, to become members of our organization.

At a national level AOPA-Romania is pushing for an updated Romanian VFR flight chart to be released. The local CAA has promised that we will have one in 2008. Another important goal of AOPA-Romania is to support all foreign pilots who wish to discover the beauty of Romania from the air and on the ground. Since the beginning we have helped our colleagues and fellow pilots from other countries who requested information or government facilitations services.



AOPA Romania Board member Gabriel Iosif and Vice-President Andrei Zincenco.

### The Future

The future of general aviation in Romania looks bright. This is facilitated through an increasing level of aviation awareness and disposable income within Romania. The general aviation movement is gaining momentum, allowing us to grow as an organization. Importantly, new private airfields are planned, EASA standards have opened the way for general aviation expansion within the country, and AOPA Romania will ensure that the voice of our members is carried forward to good effect.

Come and fly in Romania, it's a beautiful country!

More information visit - [info@aopa.ro](mailto:info@aopa.ro)