



## **RESOLUTION 27/1**

### **Gratitude for the Host**

**Whereas:** the Aircraft Owners and Pilots Association of China has graciously hosted the 27<sup>th</sup> World Assembly of the International Council of Aircraft Owner and Pilot Associations in Beijing, China; and

**Whereas:** the leadership, staff and members of AOPA China 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:** the delegates assembled wish to express their sincere appreciation to these persons and entities; therefore

#### **IAOPA, at its 27th World Assembly, resolves:**

to extend its deepest gratitude to all of the dedicated AOPA China personnel and members for their work in hosting the Assembly, including

President LI Wenxin

Vice President HAO Jianhua

ZHANG Feng, Secretary General

Angela Guo, Deputy Secretary General

Frank Yu, Deputy Secretary General

CHEN, Guohua, Deputy Secretary General

Guo Pei, LI Zhen

Tony Xue, Wenny Zhang, CUI, Wenli, Alex Bai, CAI Fei, REN Tingting

YANG Yang, YANG Jiangping

Isabella Wang, SHANGGUAN Qilin

Liang Wenguang, Roland Nissim

Wei Chen, Director AOPA China

and the other members of AOPA China.



## **RESOLUTION 27/2**

### **Gratitude for the Sponsors**

**Whereas:** the Aircraft Owners and Pilots Association of China has graciously hosted the 27<sup>th</sup> World Assembly of the International Council of Aircraft Owner and Pilot Associations in Beijing, China; and

**Whereas:** 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 27th World Assembly, resolves:**

to extend its deepest gratitude to all of the sponsors which include:-

Jeppesen  
Continental Motors  
Cirrus Aircraft  
Capital Helicopter Corporation  
Air Union Insurance Brokers  
Zhu Ye Qing Tea  
Ifeixing Aero Club



## RESOLUTION 27/3

### Gratitude for International, Government and Industry Support

**Whereas:** several government and aviation industry representatives have participated in the 27<sup>th</sup> World Assembly of the International Council of Aircraft Owner and Pilot Associations hosted by the Aircraft Owners and Pilots Association of China from September 09 to 13, 2014 in Beijing, China; and

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

#### **IAOPA, at its 27th World Assembly, resolves:**

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

Civil Aviation Authority of China  
Beijing Municipal Government  
Xiao Jing, International Civil Aviation Organization (ICAO)  
Steve Brown, National Business Aviation Association (NBAA)  
Kai Duell, General Aviation Manufacturers Association (GAMA)



## **RESOLUTION 27/4**

### **Proposed by AOPA Netherlands**

- Whereas:** EGAST, the EASA General Aviation Safety Team, reported recently the incident figures of 2013; and
- Whereas:** EGAST reported Abnormal Runway Contact (ARC) is the number one contributor to non-fatal accidents; and
- Whereas:** the reason for these accidents is reduced training options for GA due to high cost for touch and go training movement; and
- Whereas:** the touch and go flights are training flights for students as well as for licensed pilots; and
- Whereas:** in several countries there is no airfield charge or air traffic charge for these touch and go movements therefore reducing the cost to a minimum administrative cost of a few dollars per movement; therefore

### **IAOPA, at its 27th World Assembly, resolves:**

to urge, in the interest of safety all national regulators and Departments of Transport, to promote all Airport Authorities and the Air Traffic Control organizations, to reduce the cost for touch and go movement to no charge thus serving air safety and airport safety.



## RESOLUTION 27/5

### Proposed by AOPA Netherlands

- Whereas:** Aeromedical safety is maintained because pilots properly assess their physical fitness to fly, prior to each flight
- Whereas:** Pilots value their own safety and that of their passengers which will continue to be true with or without the requirement for medical certification.
- Whereas:** Due to the significant cost associated with obtaining a medical certificate, renewing it, the fear of being denied and sent through the bureaucratic hoops and extensive testing required to get it back, many pilots have chosen to stop flying for personal transportation and recreational purposes – no longer participating and enjoying the freedom to fly.
- Whereas:** All pilots are required to undergo a flight review, conducted by a certificated flight instructor at least every two years in order to act as pilot in command. During these reviews, instructors continue to evaluate each pilot's cognitive condition, as well as his or her physical ability to safely operate an aircraft. If either is in question they will not endorse the pilot.
- Whereas:** The resources now being used on the medical certification process could be reinvested in ways that do far more to enhance safety, including increased proficiency flying and installing new safety equipment on aircraft.

**IAOPA, at its 27th World Assembly, resolves:**

That, national regulators should adopt requirements for private pilots similar to those currently being considered in the United States which expands upon the FAA's successful Sport Pilot Rule and that ensures safety is maintained while significantly reducing burdensome regulatory barriers. This approach also provides regulators and the general aviation community with a responsible and appropriate approach to addressing medical fitness for pilots who are flying for private and recreational purposes.



## **RESOLUTION 27/6**

### **Proposed AOPA Sweden**

- Whereas:** responsibility for aerodromes are commonly left to regional and municipal authorities; and
- Whereas:** governments increasingly tend to divest of the responsibility of preserving general aviation aerodromes; and
- Whereas:** regional and community aerodromes close their operation when there is no scheduled traffic; and
- Whereas:** authorities recognize the importance of general aviation; therefore

#### **IAOPA, at its 27<sup>th</sup> World Assembly resolves:**

to urge the communities, states, regional and administrating authorities to:

- share the responsibility for general aviation infrastructure and to ensure that all regions of the country have sufficient access to general aviation aerodromes; and
- develop a plan whereby the network of aerodromes may be realized.



## **RESOLUTION 27/7**

### **Proposed AOPA UK**

**Whereas:** growth of General Aviation can be impeded through over-regulation; and

**Whereas:** operating rules are required for the safety of all airspace users; and

**Whereas:** the costs associated with regulation oversight can lead to lower levels of activity; and

**Whereas:** the ICAO Secretary General, in his opening statement to this assembly, highlighted the impact of over-regulation in deterring the growth of general aviation; and

**Whereas:** basis for regulation should be data driven; therefore

**IAOPA, at its 27<sup>th</sup> World Assembly resolves:**

that regulatory systems need to be risk based and proportionate to the activity and that regulators understand the risks that they seek to address and regularly review their existing regulations.



## **RESOLUTION 27/8**

**Proposed by AOPA UK**

**Whereas:** ICAO separates the definitions of General Aviation and Aerial Work operations; and

**Whereas:** IAOPA has historically represented the interests of general aviation including aerial work operators and small commercial operators; and

**Whereas:** aerial work operations use typical general aviation aircraft; therefore

**IAOPA, at its 27th World Assembly, resolves:**

to continue to represent the interests of general aviation including aerial work operations as well as small commercial operators; and

ICAO should work with IAOPA to develop appropriate guidance in Annex 6 by creating a separate Part 4 that will address the operational requirements of this area of general aviation operations.



## **RESOLUTION 27/9**

### **Proposed AOPA CHINA**

- Whereas:** ICAO contracting states apply the ICAO airspace classifications; and
- Whereas:** China is committed to opening up the lower altitudes of airspace in supporting the economic developments of general aviation; and
- Whereas:** the process needs to make quicker progress; therefore

**IAOPA, at its 27<sup>th</sup> World Assembly resolves:**

that opening of airspace in line with the requirements of ICAO Class G, China will further the development of VFR flights.



**RESOLUTION 27/10**  
**Proposed AOPA CHINA**

- Whereas:** IAOPA is concerned with the supply of aviation fuel for operators of general aviation aircraft in China; and
- Whereas:** there is a need for wider distribution to airports serving the needs of private aircraft owners; and
- Whereas:** availability of fuel is linked to flight safety and operational efficiency; therefore

**IAOPA, at its 27<sup>th</sup> World Assembly resolves:**

that fuel supply needs to be available without restrictions.



**RESOLUTION 27/11**  
**Proposed AOPA CHINA**

- Whereas:** general aviation aircraft are being imported into China; and
- Whereas:** in future aircraft may be exported from China; and
- Whereas:** taxes and levies, when applied, may cause unnecessary restrictions;  
therefore

**IAOPA, at its 27<sup>th</sup> World Assembly resolves:**

that the burden of taxes/levies should not be at a level which restricts the individual's freedom to buy and sell aircraft and should be fair and reasonable.



**RESOLUTION 27/12**  
**Proposed AOPA CHINA**

- Whereas:** the growth of general aviation in China is restrained by current government policies; and
- Whereas:** there is a desire to free up the general aviation market place; and
- Whereas:** general aviation can provide real economic benefits to the local and national economies; therefore

**IAOPA, at its 27<sup>th</sup> World Assembly resolves:**

to encourage all government to recognise the benefit that general aviation can provide to the economy of a state where there is minimum interventions from the state, fewer controls can speed up growth in this important sector of aviation.



## **RESOLUTION 27/13**

### **Proposed by AOPA NEW ZEALAND**

**Whereas:** airspace modernization efforts are underway around the globe transitioning from a ground based system to a satellite based system; and

**Whereas:** the implementation of Satellite Based Augmentation Systems (SBAS) such as Wide Area Augmentation System (WAAS) and its European counterpart EGNOS, provide weather capabilities to airports at a significant cost saving over ground based systems (ILS); and

**Whereas:** implementation of SBAS systems has been proven to improve aviation safety; and

**Whereas:** many States have chosen only to implement a more costly Ground Based Augmentation System (GBAS) which is cost prohibitive for general aviation aircraft to equip; therefore

**IAOPA, at its 27th World Assembly, resolves:**

that the safety needs of general aviation aircraft must be included in any airspace modernization plan by the development and implementation of a SBAS approach at general aviation airports capable of an all-weather service.



## **RESOLUTION 27/14**

**Proposed by AOPA UK**

**Whereas:** ICAO establishes standards and recommended practices, it is not the only standards body that can affect the general aviation industry; and

**Whereas:** new regulations are being proposed throughout the globe for example EU regulation on Registration, Evaluation, Authorisation and restriction of Chemicals (REACH) (EC1907/2006), which impacts most industrial products. Whilst the intent of REACH is to provide a high level of protection for human health; and

**Whereas:** certain chemicals are used in aviation, some chemicals such as Halon are carried for the purpose of extinguishing fires; and

**Whereas:** there is a need to achieve the right balance particularly in the health of humans, the non-availability of key substances impact directly on aircraft and product sales, maintenance of in-service products plus the administrative burden of the legislation on individuals and SMLs; therefore

**IAOPA, at its 27th World Assembly, resolves:**

that aviation products critical to the safety of life needs to be exempted from this legislation and that ICAO should take a leading role in this debate to ensure the aviation safety is not adversely affected.



## **RESOLUTION 27/15**

### **Proposed by The President - IAOPA**

- Whereas:** IAOPA represents the general aviation interests in 73 countries; and
- Whereas:** IAOPA has a presence at ICAO in order to assure its relevance on the world stage; and
- Whereas:** your leadership of this world body is most respected; and
- Whereas:** your kind words conveyed to us in your video message were a highly valuable contribution to the success of our World Assembly; therefore

#### **IAOPA, at its 27th World Assembly, resolves:**

that the delegates deepest gratitude is expressed to you, Secretary General of ICAO for your interest and dedicated support evidenced by your insightful comments transmitted to our Assembly.