

“The Challenge of Change - an Overview”

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Board Member of ECOGAS and European Airshow Council
Former Co-Chair of EASA European GA Safety Team 2007-2015

Pilot and operator for specialised operations for over 50 years
including parachuting, movie flights, aerial photography, banner
towing, glider towing, survey operations, special events flights,
AOC aerobatic flights and now “Introductory Flights”

For about 6 years until 2012, industry member of EASA’s Work
Group and then Review Group on aerial work regulations, which
have become SPO!

Roadmap for Regulation of General Aviation

- Working Paper – presented by Commission and EASA just over 4 years ago
- Initial focus to be on the lighter end of GA operations
- New approach needed based on actual and most relevant RISK
- Small set of recurring causes account for vast majority of fatalities
- Over regulation leads to culture of indifference and non compliance - more oversight and tighter regulations don't work
- GA safety strategy showed NAA resources for oversight are not there
- Regulation should be related to identified risks & accident numbers
- “Acceptable risk”: high level of safety does not mean same level for all activities – prescriptive regulation has limits to its effectiveness
- To further improve safety, move to a mix of non-regulatory measures and soft law with extensive use of best practices and industry standards in the form of AMC's and Guidance Material

Regulation No 379/2014 Air Operations, 7 April 2014

AMC & GM Part-SPO, Initial Issue 24 April 2014

“Press release”:

- First time EU has harmonised rules for aerial work
- Completes Air OPS regulatory package
- New provisions for local commercial air transport (eg sightseeing flights)
- Commercial air transport with flights of balloons & sailplanes
- “EASA’s road towards simpler, lighter, and better rules for GA”
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- Adaptable?
- Amendments in 2015 & 2016 may suggest an intention to adapt and amend as and when circumstance change

The Challenge of Change

- Are we accustomed to old ways of doing things? – the old biplane
- Most operators are SMEs – must have efficient use of manpower
- Regulations & implementation - proportionate & not prescriptive
- Bottom up not top down! Local/individual ownership of SMS's and SOP's
- Oversight – performance orientated and risk based
- For the sake of sound economics, avoid unnecessary bureaucracy
- Help develop the opportunities for a variety of Special Operations