



EASA
European Aviation Safety Agency



Simpler, lighter, better rules for
General Aviation

GA Roadmap lunchtime update

Trevor Woods
EASA Certification Director

Aero 2018 - Friedrichshafen





Cooperation of stakeholders



European
Commission



EASA

European Aviation Safety Agency



*Success when all
partners work
together!*



Member States



GA Users / Industry

EFTA Surveillance Authority

Civil Aviation Directorate of Monaco

CAA BE

UVS International

IATP

Austro Control

Direction de l'Aviation Civile

CAA CZ

CAA Netherlands

AEA-E

AIRE

IATA

Ministry of Transport

UVS International

Entry Point North

AWG

IAOPA

UVS

AESA

CAA MD

IAAPS

DG CAA Bulgaria

IFATSEA

AIA

ERAC

ESAM

AIAB

State Aviation Administration of Ukraine

Civil Aviation Directorate of the Republic of Serbia

GSA

EAS

EBAA

LBA

CAA PT

FOCA

COAVMI

CAA ME

CAA GE

ECA

Cooperation

DGAC (French CAA)

EC - DG MOVE

CAA LV

ASD

BAF

ENAC

EBF

AEI

GAMA

CAA UK

IFATCA

CAA EE

EBAA

CAA SI

CAA PL

ECOGAS

A4E

CAA MK

ANAC

CAA HR

European Ballooning Federation

Romanian CAA

EDA

LAMA Europe

ARSA

Finnish Transport Safety Agency

BBPlane

Directorate General of Civil Aviation of Turkey

Wingly

CANSO

CANSO

CAA LT

Civil Aviation Directorate

EUROCONTROL

EAMTC

ATR-Aircraft

ATCEUC

SESAR JU

Irish Aviation Authority

Cyprus Department of Civil Aviation

CAA NO

AIAC

Swedish Transport Agency

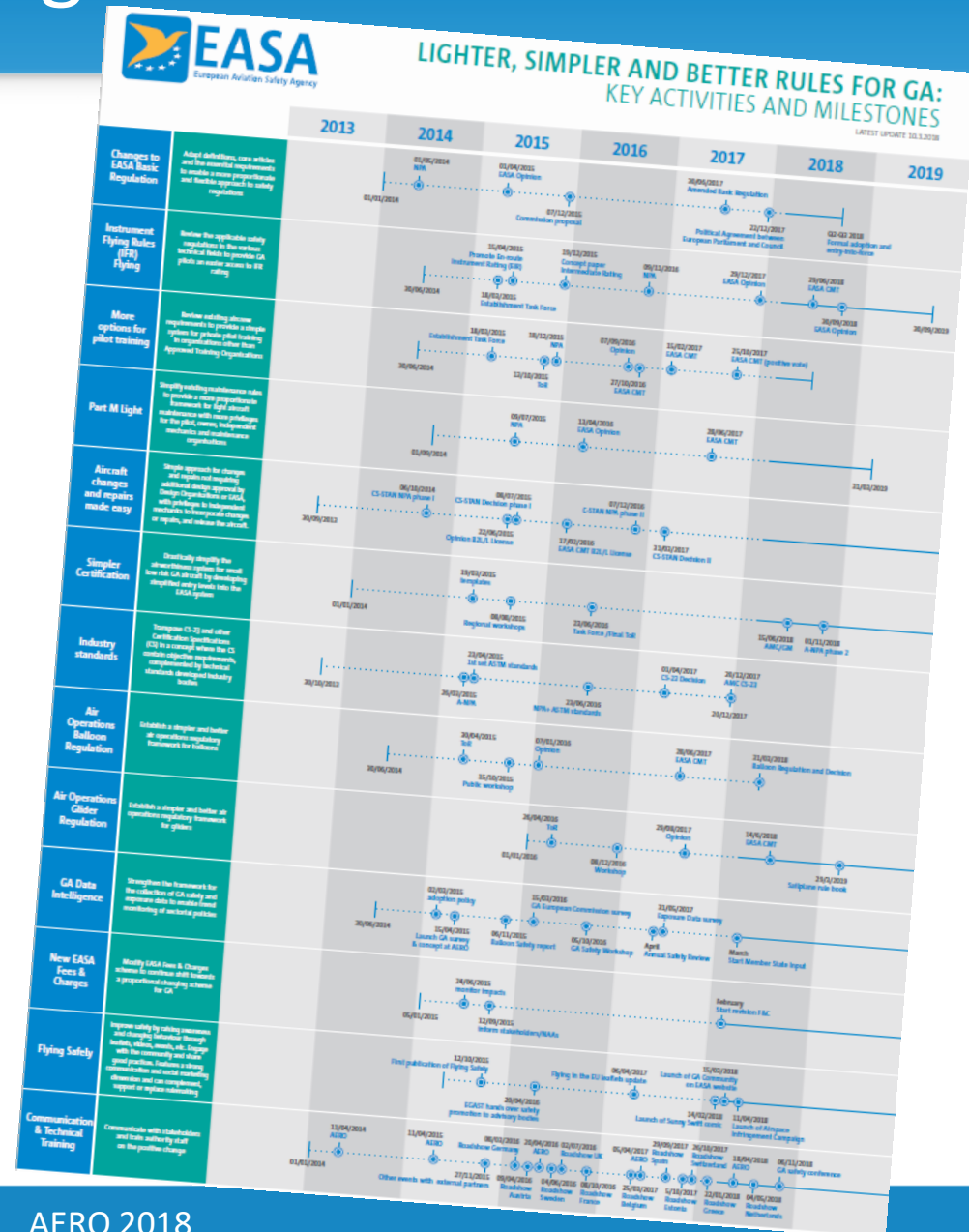
Danish Transport and Construction Agency

Icelandic Transport Authority



One new year of significant achievements

- GA Roadmap is delivering in accordance with commitments
- Progress towards lighter, simpler and better regulation continues





Agenda

- Overview of GA Roadmap achievements
- Communication and safety promotion
- A vision for the future of GA
- Questions



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Simpler, lighter, better rules for
General Aviation

GA ROADMAP Update

Introduction

Dominique ROLAND – GA Champion

Boudewijn Deuss – GA Roadmap Project Manager

Aero 2018 - Friedrichshafen

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GA Roadmap achievements



Changes to the Basic Regulation:
2018: On-going*



Part M Light: Opinion published in
May 2016*



Facilitate access to IFR (holistic
approach across domains): NPA
published in November 2016*



Aircraft changes and repairs made
easy (CS-STAN): Amendment 2
published in April 2017



More options for pilot training
outside ATO (DTO): Opinion
published in September 2016



Spare parts without EASA Form 1
(NPA 2017-19)



Balloons - Air Operations Reg. 2018/395
Published 13 March 2018



Air Operations and licence Sailplane
Rule Book: Rulemaking task on-going



LAPL Medical Certificate: Done (Needs
Safety Promotion)



Modular LAPL: Opinion 08/2017



Simpler Certification (Part 21
proportionality – manufacturer
approval): AMC planned for Q2/2018



Reorganisation of CS-23 using Industry
standards: AMC in Dec 2017

***Commission's process in progress**

New EASA Basic Regulation

A small intro

Things to look for (New BR Chapter III)

- Much of the detail moved to lower level rules (complex acft etc.)
- The new BR just gives a set of tools and options. Rest can be decided in lower level rules.
- Look for standard formulations for the risk-based approach:
 - ✓ 'Unless otherwise established in the delegated/implementing acts...';
 - ✓ 'Where the delegated/implementing acts so provide...';
 - ✓ 'By way of derogation from...';
 - ✓ '...situations in which, ...taking account of the nature and risk of the particular activity concerned, such certificates shall be required or shall not be required'.
- Annexes with Essential Requirements can be amended by Delegated Acts (except Annex I on excluded aircraft);



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Continued Airworthiness (Maintenance)

update

Alberto FERNANDEZ-LOPEZ

Part-66 & B2L licenses

Part ML & CAO

Parts without EASA Form 1

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New Part-66 licenses: B2L and L licences

➤ The B2L aircraft maintenance licence:

- For avionics and electrical systems.
- For aircraft other than those in the group of complex aircraft (Group 1).
- Based on “system ratings”.
- Progressive (eventually leading to a full B2, if so wished).

➤ The L aircraft maintenance licence:

- For airframe, power-plant, mechanical and electrical systems, radio, ELT, transponders and limited avionics.
- For sailplanes, powered-sailplanes, balloons, airships and ELA1 aeroplanes.
- No training required. Examination by NAA, Part-147 or anywhere agreed with NAA.
- It will replace at a certain point the current national qualifications. Current certifying staff under national rules will obtain the L-licence with the same privileges by conversion.



New Part-66 licenses: B2L and L licences

- Expected favourably vote by EU Commission in April 2018 and adoption as EU-regulation approx. 9 months.
- NAAs will start issuing the new licenses in 2019 and converting existing national licenses in 2020.



Future CAW regulation structure: Parts ML and CAO

PROPOSED RULE STRUCTURE		Non-CAT		CAT	
		Non-CMPA	CMPA	Non-CMPA	CMPA
Part-M		Applicable only to non-Light aircraft (Light aircraft must follow Part-ML)	Applicable		
	Subpart F	May still be used for 2 years after new Regulation. It disappears later.	N/A	N/A	N/A
	Subpart G (CAMO)	Disappears (transferred to Part-CAMO)			
Part-145		Applicable			
Part-66		Applicable			
Part-147		Applicable			
Part-T (Third country aircraft dry-leased by EU AOC holders)		N/A	N/A	Applicable	Applicable
Part-ML		Applicable to Light aircraft	N/A	N/A	N/A
Part-CAMO (with SMS)		Applicable			
Part-CAO (without SMS)		Applicable	N/A	N/A	N/A

To be adopted by Commission EU (Expected in 2019 + transition)



Near future: Part-ML and Part-CAO

➤ Part-ML

- Applicable to private and commercial (except CAT) operations of:
 - aeroplanes up to 2730 Kg,
 - other ELA2 aircraft and
 - helicopters up to 4 occupants and 1200 Kg.if they are not complex motor-powered aircraft.
- It allows more attributions to the pilot (deferment of certain defects) and certifying staff/maintenance organisations (airworthiness reviews).
- Maintenance programme not requiring authority approval



Near future: Part-ML and Part-CAO

➤ Part-CAO

- Applicable to organisation for maintenance/management of non-complex non-CAT aircraft (some aircraft will follow Part-M and others Part-ML)
- Combines the privileges of a Subpart-F maintenance organisation and a CAMO.
- No SMS: They will continue with the current Quality System (or organisational reviews if the organisation is small).
- Introduces simplified requirements.



Medium future: alleviation from Form 1 for certain parts

- Regulatory activity aiming that certain spare parts, as, can be installed during maintenance without a Form1.
- Concept proposal in NPA 2017-019:
 - Applicable only for not safety critical parts, as identified by the aircraft manufacturer (or by EASA in special cases) .
 - Specially interesting for light aircraft.
- Positive comments to NPA from the GA community.
- Opinion scheduled for end2018



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Simpler, lighter, better rules for
General Aviation

What's new in certification?

Michael Gerhard, EASA
CS-STAN

Pasquale Violeti, EASA
CS-23

Boudewijn Deuss, EASA
Part 21 proportionality

AERO 2018 - Friedrichshafen

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CS-STAN

standard changes and repairs

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The CS-STAN concept

All changes and repairs are subject to approval (Part 21, Subparts D + M);
but 21.A.90B and 21.A.431B allow to derogate for **standard changes and repairs**

Specifications laid down in CS-STAN

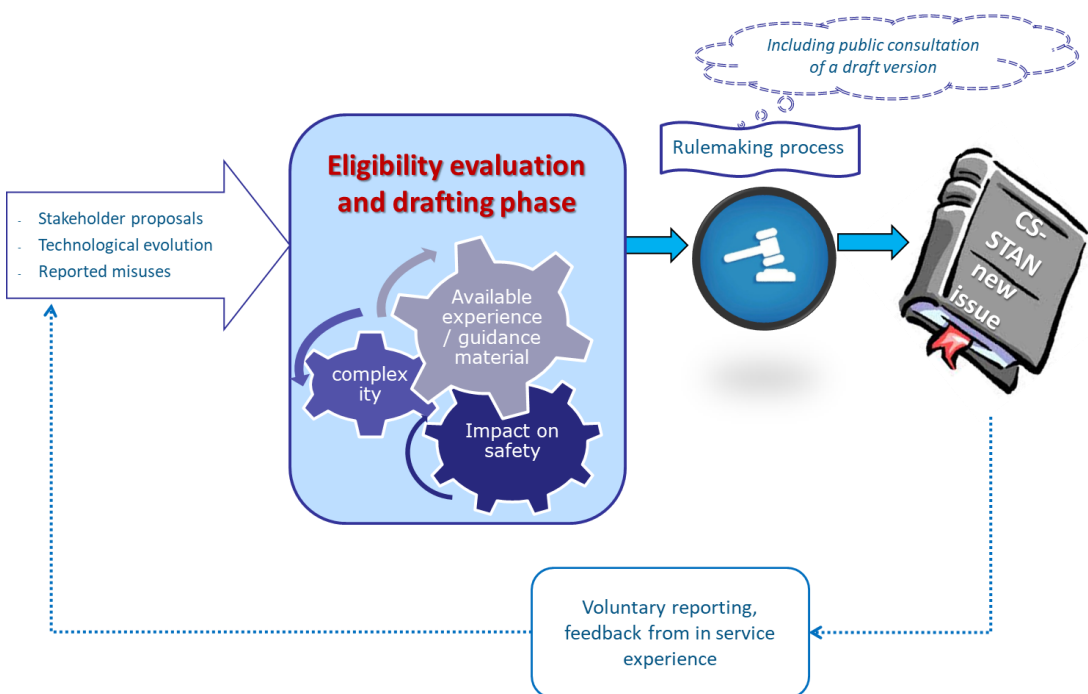
- ✓ A set of provisions allowing the embodiment of simple changes or repairs to “GA aircraft” without a dedicated approval process, provided that specific conditions are met

Purpose for allowing standard changes/repairs:

- ✓ Reduce the regulatory burden for embodiment of simple changes and repairs
- ✓ Facilitate introduction of more modern and safer equipment
- ✓ Limit certain illegal practices to modify or repair aircraft



CS-STAN evolution process



Topics for CS-STAN next issue:

- new standard changes for balloons
- installation of flight time counters
- replacement of starter batteries
- installation of attachments / brackets for various purposes
- headset exchange
- clock replacement
- repainting of composite aircraft acrylic
- installation of weather warning functionality for VFR a/c
- improvement/ extension of existing provisions
- ...



Your contribution matters



How can I contribute?

a) Proposals and feedbacks can be submitted to the Agency

<https://www.easa.europa.eu/easa-and-you/general-aviation>

b) The GA community site will contain:

- I. a generic topic to share experience on CS-STAN among GA community site
- II. a dedicated topic to discuss potential topics for CS-STAN evolution

What if I have further questions?

FAQ for CS-STAN will be introduced in the EASA website



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First experiences with new CS 23

Pasquale Violetti

Project Certification Manager for General Aviation, EASA

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Some dates and numbers

- CS 23 amdt 5 effective from 15 Aug. 2017
- EASA AMC published Dec. 2017
 - Including first set of accepted consensus standards
- At least 5 new TC applications
 - Including eVTOL aircraft
 - One major change (elect to comply)



Confirmations

- Greater agility in accomodating innovation
- Stronger focus on desired safety performance

Challenges

- Integration of VTOL
- More decisions to be taken on project level
- Full Harmonization with FAA
 - At requirements and MoC levels
- Crosslinks with ASTM standards sections



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Part-21 Proportionality

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Part 21 Proportionality

- Innovation is the future for GA
- New ideas and players on the market should be encouraged and supported
- Today's rules for design and production are challenging for start-up organisations
- Part 21 proportionality is intended to change that



Step 1 – Developing (draft) AMC-ELA to Part-21

Today there are three **+1** main problem areas:



Existing AMC/GM to Part-21 is written for large aircraft and companies; especially POA is lacking alternatives



Non-natural split between approvals for DOA & POA (and Maintenance) of small, consolidated teams



Part-21 Section B (Procedures for competent authorities) mandate a process-oriented approach

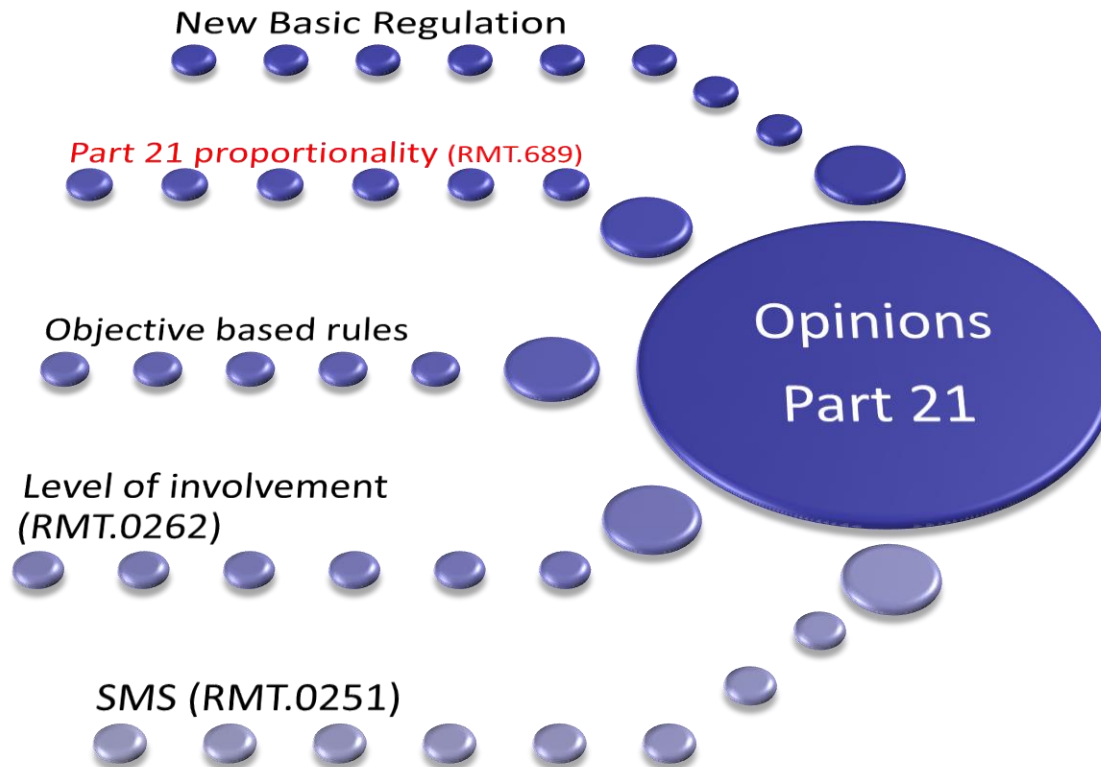


We want flexibility and scale-ability in a regulatory rigid system



Step 2 – Fundamental changes to Part-21

Develop a new approach for Part-21
we are not alone!





Conclusions for now

- !! Complete the “restricted” AMC-ELA (2018/Q2)
- Develop the new concept for Part-21 (A-NPA 2018)



Friday 20 April- EASA session at AERO

➤ EASA Part 21-Proportionality Session

➤ CS-STAN

➤ T4S,

14:00-15:30, Room Berlin



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Balloon & Sailplane Regulations (air operations and licensing)

AERO 2018 – Press & stakeholder event

19 April 2018

Jan Boettcher – EASA Flight Standards

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Balloon & Sailplane Regulations

The past for air operations

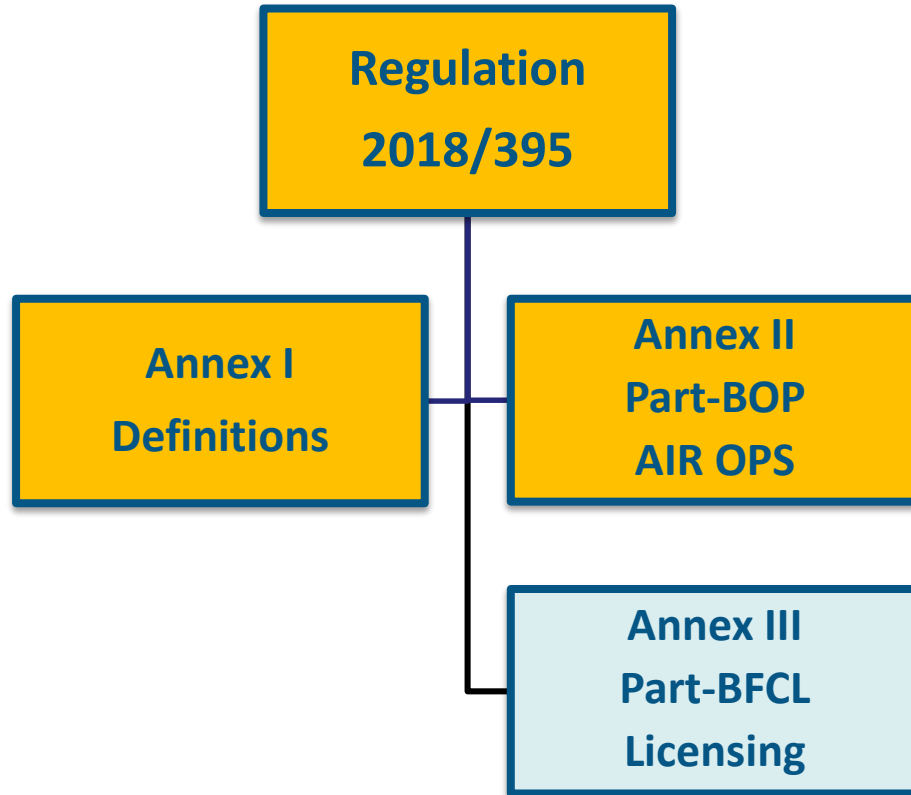
- Reg. 965/2012 and 'associated material' (AMC/GM)
 - About 1900 pages
- For each, balloons and sailplanes
 - About 100 pages apply
 - But spread over the 1900 pages

The way forward

- Rules extracted from Reg. 965/2012
- Simpler and proportionate rules
- Separate Balloon and Sailplane Regulation



Balloon Regulation



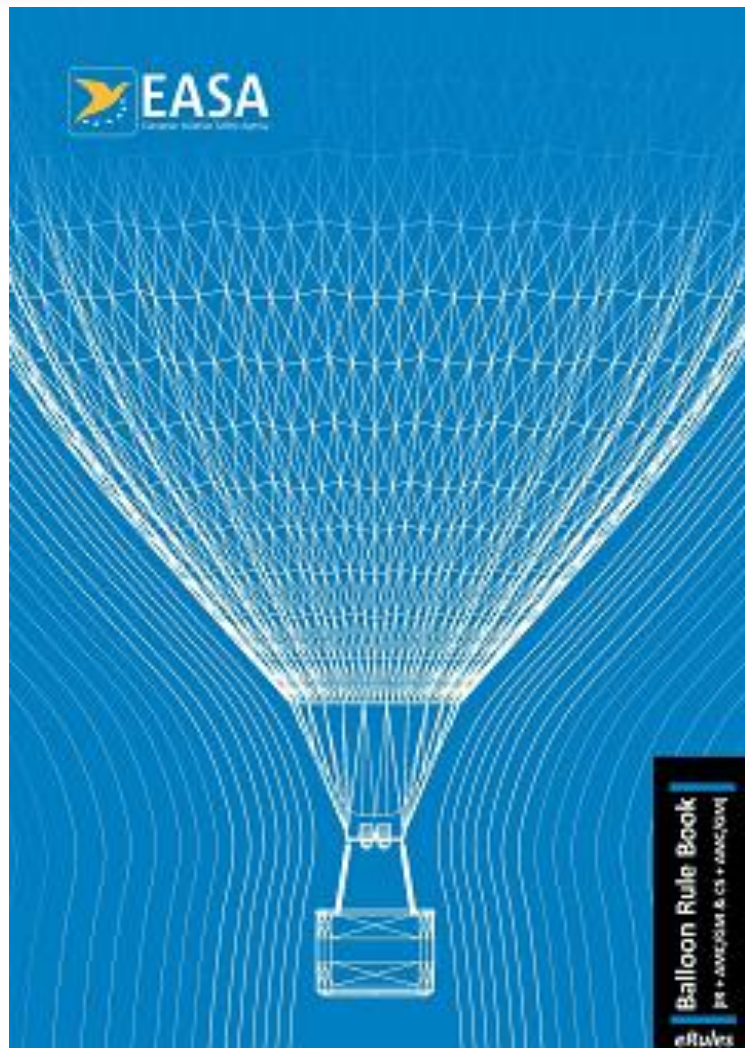
*Similar for
sailplanes*

BOP = Balloon Air Operations

BFCL = Balloon Flight Crew Licensing (work in progress)



Balloon Rule Book – similar planned for sailplanes



- Easy access and easy-to-read
- Consolidated versions
- All a pilot/operator needs to know
- **Content**
 - *Chapter 1 – Air operations*
 - Reg. 2018/395 + Decision 2018/004/R
 - *Chapter 2 – Licensing*
 - Reserved – 1st quarter 2020
 - *Chapter 3 – Continuing airworthiness*
 - Reserved – Part-M Light; with the Commission
 - *Chapter 4 - Initial airworthiness*
 - CS-31GB, CS-31HB and CS-31TGB

<https://www.easa.europa.eu/sites/default/files/dfu/Balloon%20Rule%20Book.pdf>



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What's new in Aircrew?

Christian KUCHER
Flight Crew Licensing Expert, EASA

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What's new in Aircrew?

➤ New rules for balloon & sailplane pilot licences under development

➤ Part of the new balloon & sailplane regulations

Part-BFCL

Part-SFCL

➤ Revised requirements, more proportionate to GA

➤ Opinion planned to be published by **31 October 2018**



➤ Declared Training Organisation (DTO)

- New training organisation for non-professional pilot licences
- Declaration instead of prior approval
- Publication expected for **July 2018**
- Easy transition for existing training organisations



➤ Basic Instrument Rating (BIR)

- New rating for flying IFR tailored to GA pilots (PPL)
- Full competency based training (modules)
- Revised theory syllabus
- Limitations for approach minima
- Opinion planned to be published by **31 October 2018**

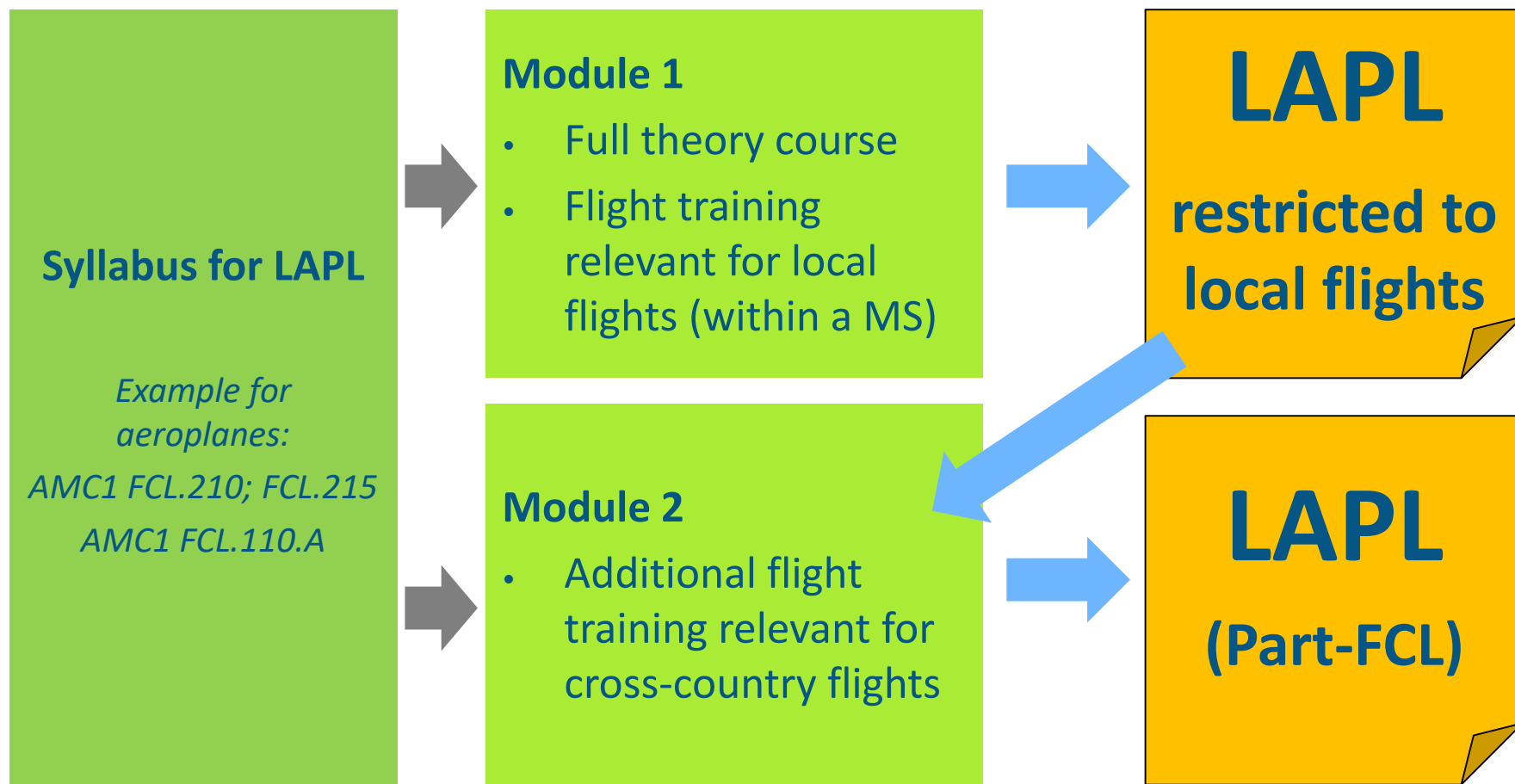


➤ Modular LAPL(A) – Proposal

- Option for LAPL training delivered in modules
- Modules to be determined by each Member State



➤ Modular LAPL(A) – Proposal





➤ Modular LAPL(A) – Proposal

- EASA committee February 2018: Many critical comments from Member States
- Concept currently under review, revised proposal under development
- Opt-out for LAPL until **08.04.2020**



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GA Roadmap

Communication & Safety Promotion

Safety Together!

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GA Roadmap Communication & Safety Promotion *Safety Together!*

- Safety Promotion
- European Airspace Infringement Campaign
- Sunny Swift
- GA Community Site

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Safety Promotion



Safety Promotion, a growing priority!



Safety Promotion

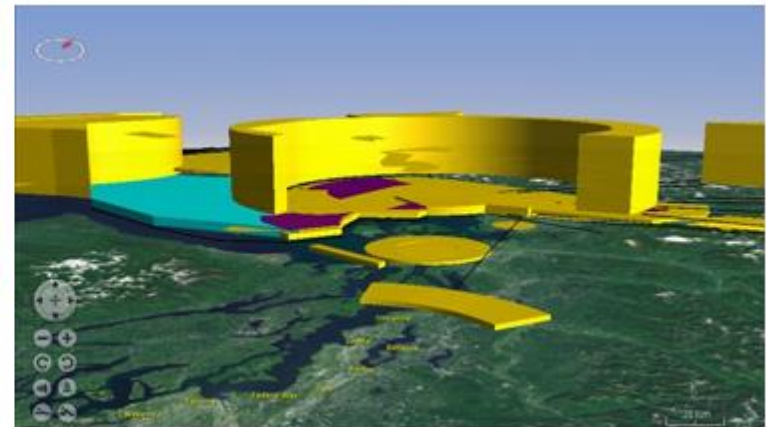
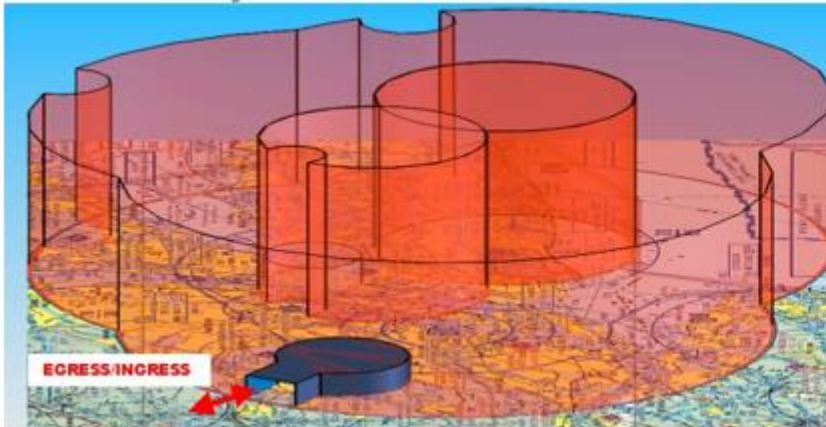
- EASA is taking a leading and more proactive role in Safety Promotion
- Working together with NAAs and other partners
- We need your support to spread the messages



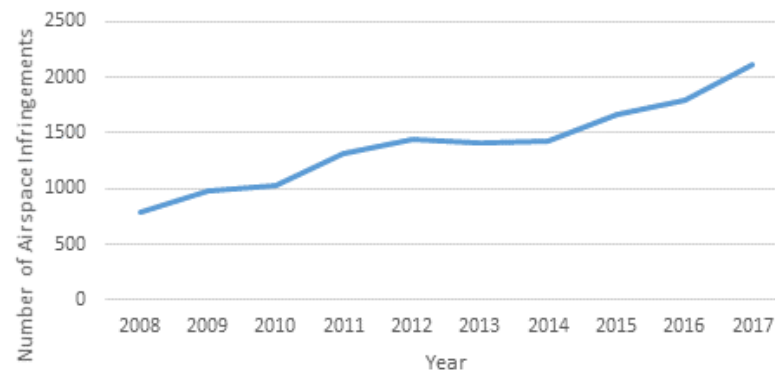


European Airspace Infringement Campaign

Rationale



Airspace Infringements involving NCO aircraft
2008-2017 - Source ECR





European Airspace Infringement Campaign

Main Messages



Safety Together!

DID YOU KNOW?

Tips to avoid airspace infringement & reduce the risk of mid-air collision

Before Flight

Plan and prepare your flight and identify controlled and restricted airspace.



Use modern navigation technology and exercise your basic navigation skills.



Turn on your transponder! For VFR flights, the default code is 7000 in most countries.



ADS-B, Automatic Dependent Surveillance Broadcast, makes you visible and makes other equipped aircraft visible to you.

During Flight

Keep good situational awareness:
Know where you are at all times!



Entering controlled airspace requires a clearance!



If you enter unauthorised airspace without clearance, keep your transponder on and contact ATC!



Stay visible and don't be shy to communicate!

Navigation errors can lead to mid-air collisions:

Navigate accurately, look for other aircraft and practice See and Avoid!

After Flight

Export the flight log from the navigation software and take a moment to debrief your flight.



How can I improve my next flight?

Report any Airspace Infringement and other incidents.



European airspace is complex and navigational errors can lead to airspace infringement and mid-air collisions.

Prepare your flight, use modern navigation technologies safely, keep good situational awareness, stay visible and never hesitate to communicate!

Never stop learning and share your flight experience with others!

Communicate, stay visible and stay on track.

www.easa.europa.eu/airspaceinfringement
[#airspaceinfringement](https://twitter.com/airspaceinfringement)

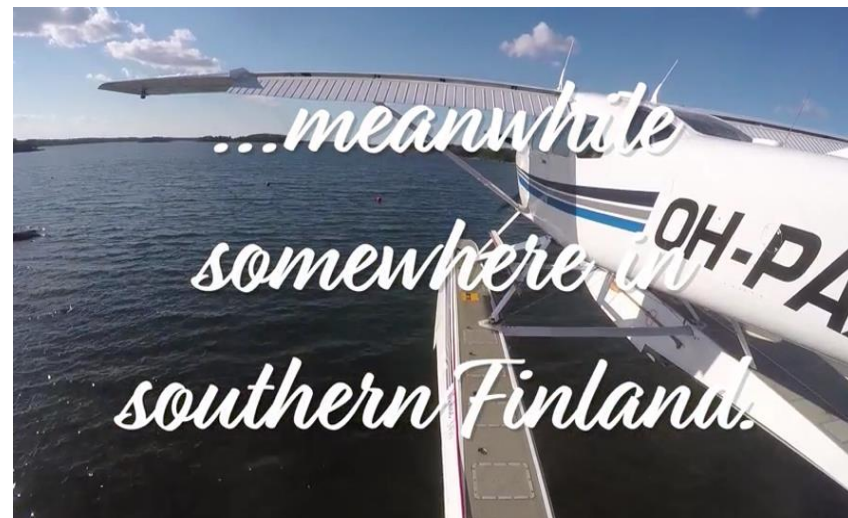
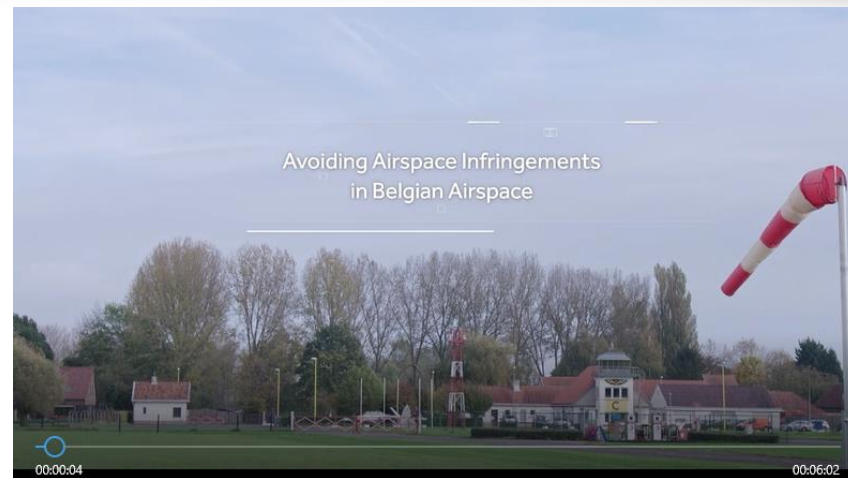
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European Airspace Infringement Campaign

EASA and National Video Clips





European Airspace Infringement Campaign

EASA Webpage



the agency



newsroom & events



EASA & you



regulations



document I

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Please share and distribute webpage, videos and PDFs in your professional and social networks on flying!

Civil drones (Unmanned aircraft) ▾

General Aviation ▴

GA ROAD MAP

Overview

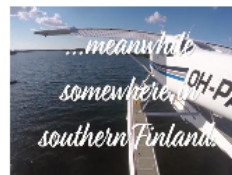
The new CS-23 – smart and flexible rules that support innovation

GA Talking points

The number of airspace infringements has **increased significantly** over recent years and it is important that we all work to reverse this trend.



EASA Video



Finnish CAA Video



UK CAA Video



Belgian CAA Video



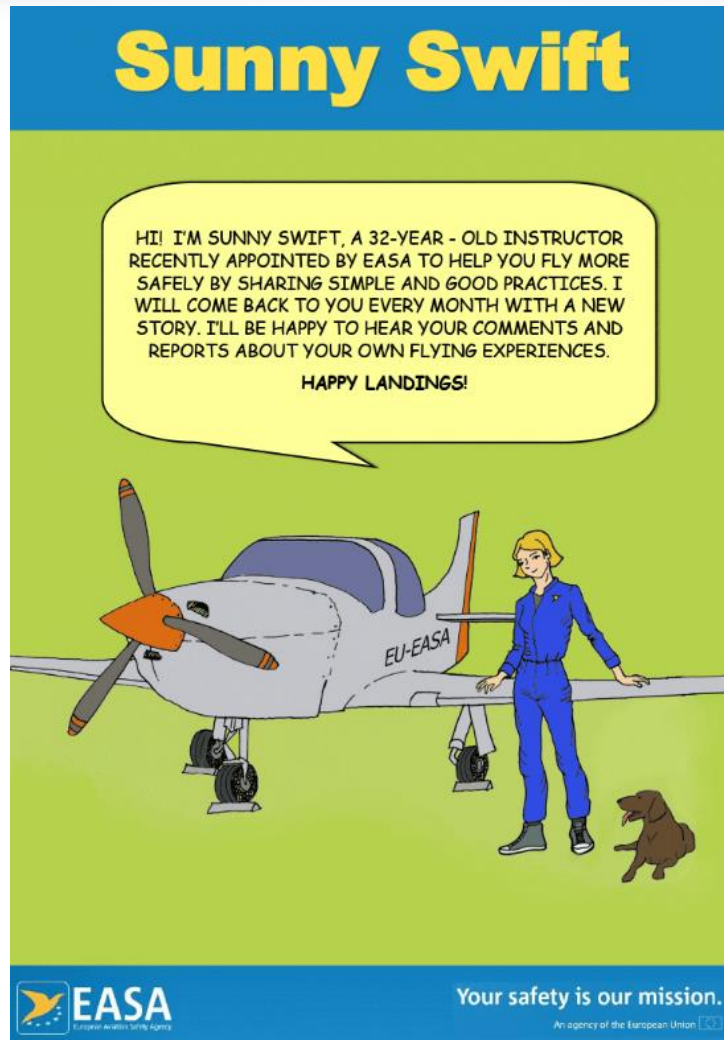
Sunny Swift

Pilvi Pouta

Saulė Greituolė

Съни Суифт

Σάνυ Σουίφτ



Freyja flugkennari

Sanija Svifta

Sanne Sommer



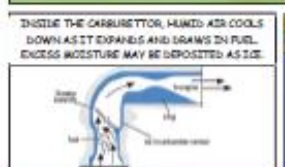
- Stories, conceptualisation, art design and drawing, as well as translations – all produced inhouse!
- Short cartoons on mitigating risks while flying
- Available in 24 European languages
- Three cartoons have been published (on Fuel light, CO intoxication, Carburettor icing)
- Upcoming: Loss-of-Control, Airspace infringement



Sunny Swift



CARBURETTOR

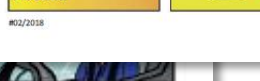
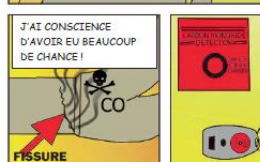


#03/2018



Sunny Swift

INTOXICATION AU CO



#02/2018

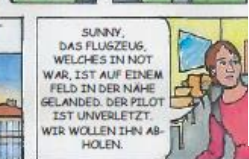
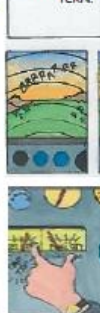


Sunny Swift

DIE LUFT IST VOLLKOMMEN RUHIG AN DIESEM FRÜHNACHMITTAG IM HERBST NACH EINEM LANGEN FLUGTAG.



DOCH PLÖTZLICH DER MOTOR GINNT ZU STERN.



BY ELENA GARCIA & MONICA MESTRE @ EASA



Sunny Swift

INTOSSICAZIONE DA MONOSSIDO DI CARBONIO





#01/2018







BY ELENA GARCIA & MONICA MESTRE @ EASA



Sunny Swift

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European Aviation Safety Agency



 the agency  **newsroom & events**  EASA & you  regulations  document library  can we help you?

Home > newsroom & events > jabs > sunny swift co intoxication


News

14 MAR 2018

Sunny Swift: CO intoxication

Issue 2

News category: Sunny Swift

 VIEW TRANSLATIONS

Sunny Swift

FRIDAY NIGHT AT "ZUR ALTEN POST", SUNNY AND HER NIECE LISA ARE LISTENING TO CAPTAIN MULBERRY'S STORY.

I WAS FLYING TO VISIT FRIENDS ON A COLD, WINTERY DAY. I HAD PERFECT CONDITIONS FOR VFR.

IT'S WAY COLDER THAN I EXPECTED. GOOD THING WE'VE GOT A HEATER IN HERE!

HALF AN HOUR INTO THE FLIGHT, I GOT A HEADACHE AND STARTED FEELING DIZZY.

LUCKILY I SPOTTED A NEARBY AIRFIELD AND MADE A QUICK DECISION TO LAND.

THE MECHANIC FOUND A CRACK IN THE HEAT EXCHANGER BETWEEN THE EXHAUST AND THE CABIN HEATER.

I REALISED I'D BEEN REALLY LUCKY.

A SIMPLE PASSIVE OR ELECTRONIC CARBON MONOXIDE INDICATOR COULD HAVE SAVED ME THIS SCARE.

CRACK

CO

THE END

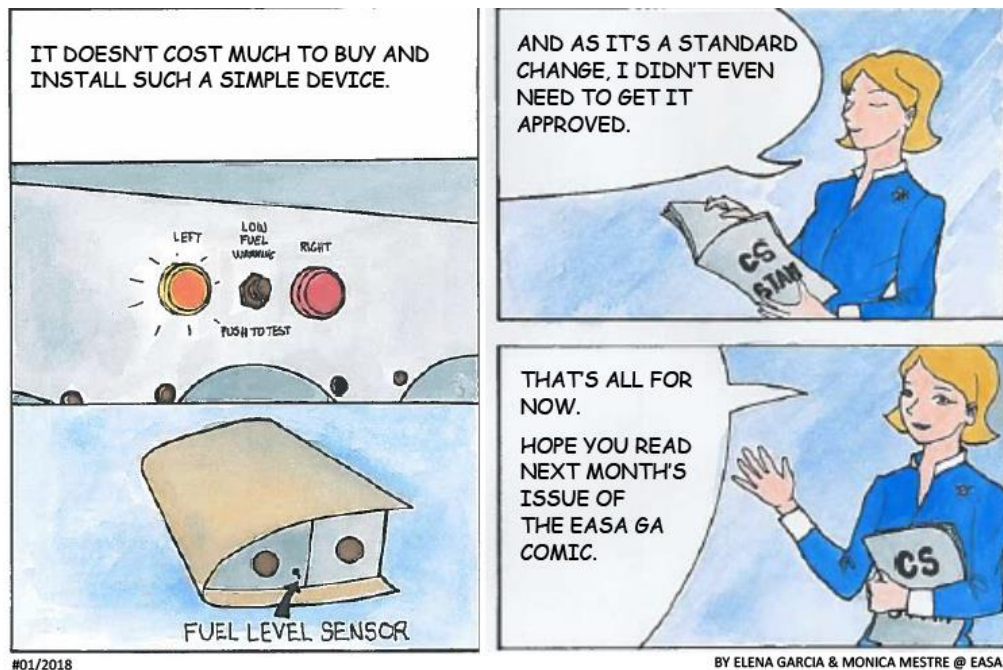
BY ELENA GARCIA & MONICA MESTRE @ EASA

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Mar 30, 2018
EASA @EASA
Well done @easa @healthinspector! The RECAT-ELI standard is an important
Embed View on Twitter



Sunny Swift



DOWNLOADS


EASA Sunny Swift: Flight Instructor - Issue 1 (EN)


Translations:


BG CS DA DE EL ES ET FI FR HR HU IT IS LT LV NL NO PL PT RO SK SL SV



GA Gommunity Site

 **EASA** [Home](#) [GA Community](#)






General Aviation


15 members

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John Franklin created a topic in General Aviation
22 hours ago



European Campaign on Airspace Infringements

12 Apr 2018 · John Franklin
Discussion

[READ MORE](#)

UPCOMING EVENTS
IN THE COMMUNITY

AERO 2018
18 Apr 09:00 - 21 Apr 17:00 [I will be there](#)

[ALL UPCOMING EVENTS](#)

NEWEST TOPICS
IN THE COMMUNITY

European Campaign on Airspace
Infringements
12 Apr

Sunny Swift
12 Apr

[ALL TOPICS](#)

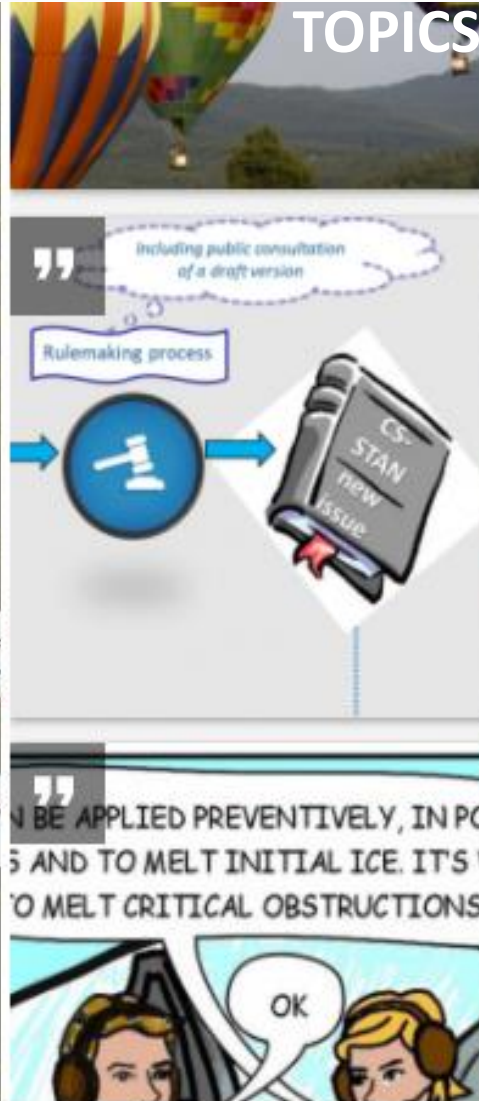


GA Gommunity Site: Key Features

STREAM



TOPICS



EVENTS



MEMBERS





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The End?



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The way forward

- GA Roadmap close to completing the original list of actions
- New BR introduces an obligation to review the GA rules
- This require **direction, vision and strategy.**





GA is the cradle for...

New aviators
& future pilots



New
technology



New business
models





Where are we coming from?

Launch **a study** on the
economical &
social weight of GA in **Europe**
and analyse the **trends** from 2007 -
2017





How safe was it?

**In parallel, and for the same period,
launch a EU-wide safety data
collection & analysis**





Where do we go from here?

To ensure co-existence between all airspace users (including drones) and to ensure availability of sufficient airspace for the development of GA activities



Use potential!

Recognising that Electric & Hybrid aviation is a key driver to improve the social acceptance of the GA activity by the general public; and to reduce the operating costs. To implement within 5 years a framework (regulations, safety promotion, research) enabling the rapid development of this new technology



**Attract a new wave of
young generation GA
pilots (perhaps from
drone activity?)**



What culture do we want?

To recognise the need for a different mind-set and ensure all EASA and all NAAs offer a tailored approach taking into account the specificities of GA activity



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We can work on a vision,
Together

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EASA Annual Safety Conference

*Promoting Safety together: a vision for
the future of General Aviation*

Marriott Hotel Vienna, 6-7 Nov 2018

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