



Panel 3: EASA GA Roadmap-First achievements in General Aviation

Moderator: Mr Gregory Bowles, GAMA
Mr Tony Rapson, UK CAA
Mr Jyrki Paajanen, European Commission
Mr Dominique Roland, EASA

Mr Andreas Winkler, Austro Control
Dr Julian Scarfe, Europe Air Sports
Dr Michael Erb, AOPA Germany

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The Safety Chain

Dr. Julian Scarfe
Vice President, European Air Sports
16 OCT 2014

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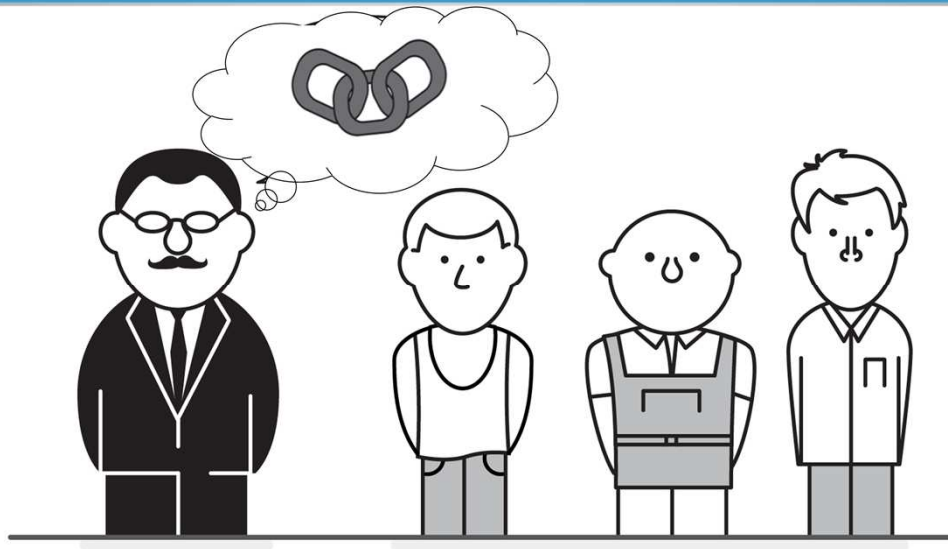
The principal objective of the Basic Regulation is

“to establish and maintain a high uniform level of
civil aviation safety in Europe”

We ask decision-makers in aviation regulation and oversight to make aviation “safe”, and we ask for safety over a broad range of aviation domains. But we don’t tell them *how* safe it needs to be. That leads to some anomalies.



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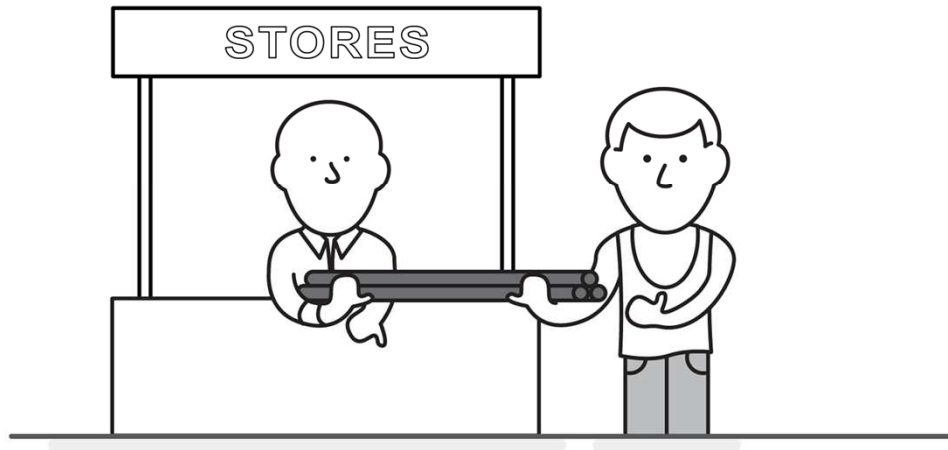
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Let me draw an analogy. Imagine we need a “strong” chain. But making a chain is a lot of effort, so we divide the work up between a number of craftsmen. To each of them we say “we need a strong chain, go and make a strong link for this chain”.



Making link 1...



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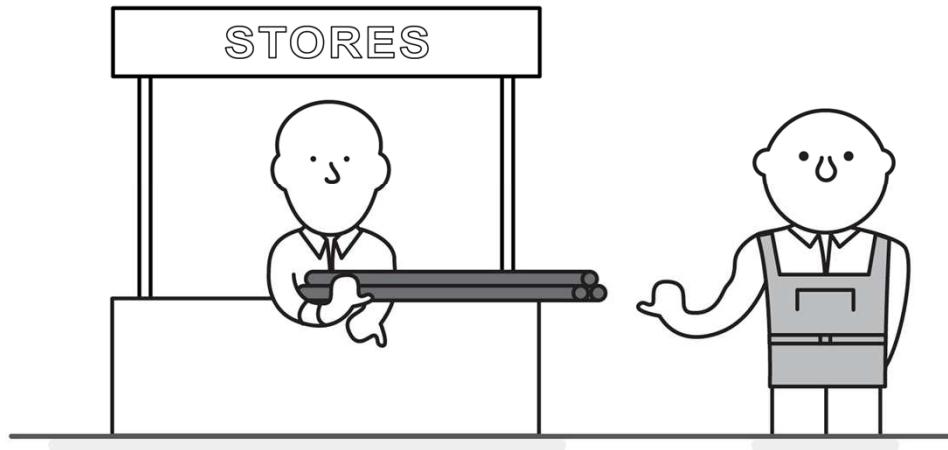
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So each of them goes and procures steel, as they see fit to make a link that they believe is “strong”.



Making link 2...



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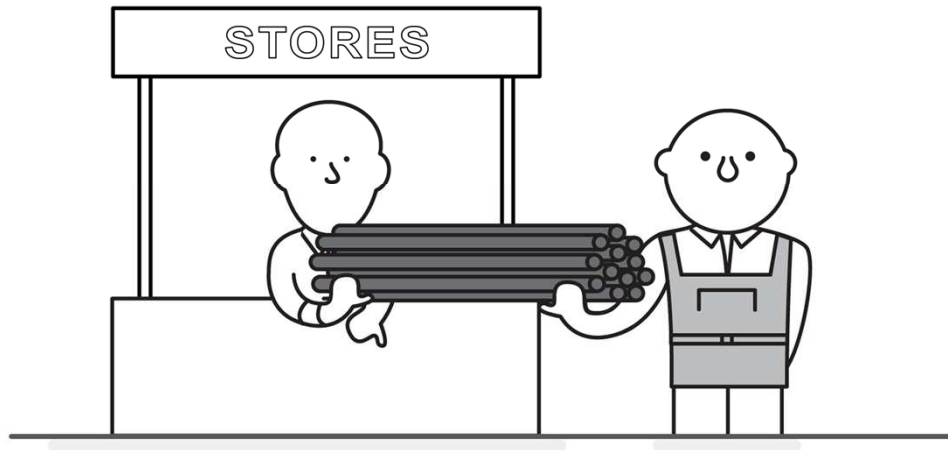
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But how strong should each make their link of the chain? What's strong enough?



Making link 2... “Maybe a little stronger...”



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Making link 3



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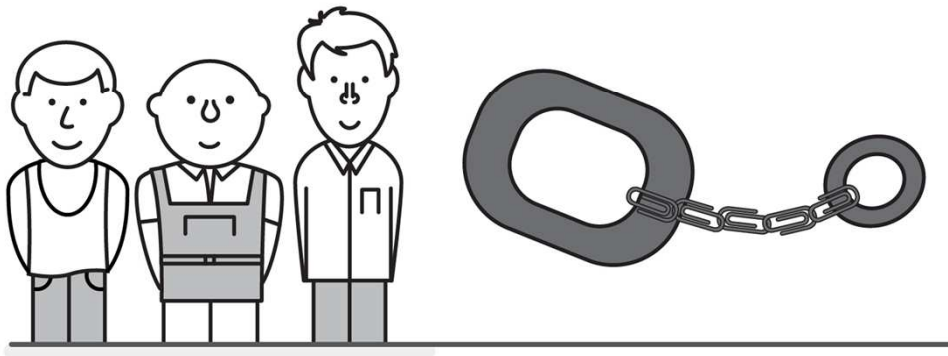
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The problem is that in the real world, there are constraints on the resources we have. For example, there's only so much time, money, and steel.



And the result...



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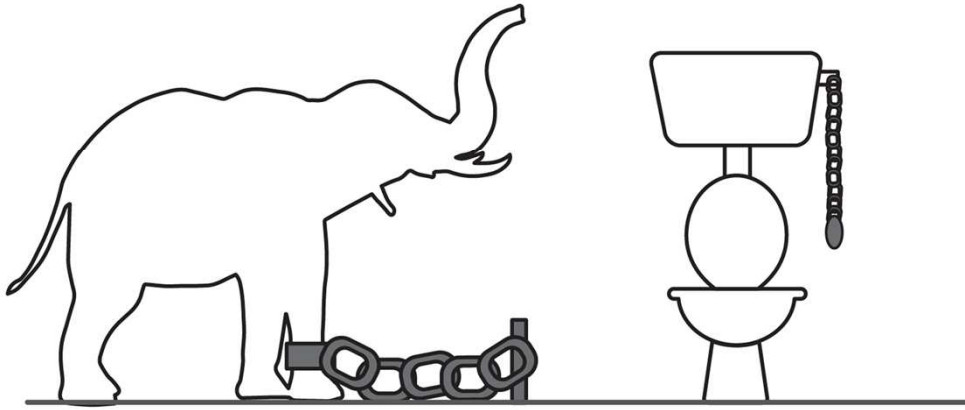
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The same principles are applicable to aviation safety. If we spend too much time and resource on one link of the safety chain, we end up with a chain that is, overall, weaker than it would otherwise be. Hence the principle of the GA Safety Strategy and GA Roadmap to focus on the main risks is not just for convenience – it is the way to improve safety.



Different chains for different operations



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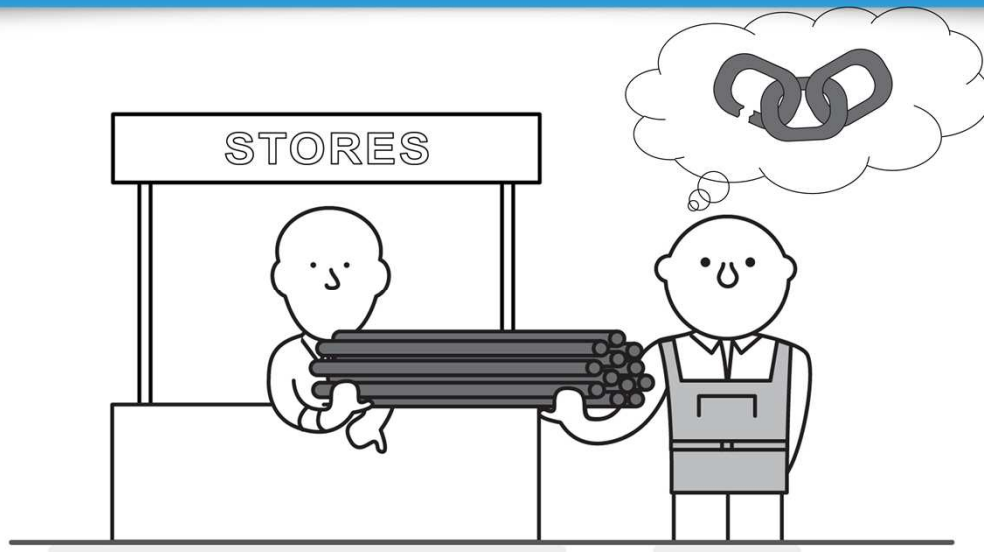
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Of course, different chains are suitable for different sorts of operation.



Human Factors in regulation



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So how do we address this. Well one important factor will be accepting that with the resources and money we have, we can only reach a certain level of safety in GA, and we should target that as an acceptable level of safety. We should only make the chain as strong as it needs to be to achieve that, otherwise we end up wasting resource.

But I also want to draw your attention to another human factors issues. It's this guy: he's the one who overengineered his part of the chain. Is he incompetent? Is he stupid? No, he's just trying to do the best job he can, and he doesn't have sight of the full picture. What we're asking him to do, in order to build the strongest chain that we can, is to make his section of the chain weaker and increase the risk that it might break.

He can only do that if he operates in a culture and an organization that understands that "safe enough" is safe enough, and doesn't consider every accident or incident to be a failure for which someone must be to *blame*. We need to support those who make everyday safety management decisions, and make sure that they have the vision to make the GA safety chain the safest it can be overall, without obsessing about the links over which they have most influence.



The Correct Level of Safety

Mr Jyrki Paajanen,
DG MOVE, European Commission
16 OCT 2014

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Limits of prescriptive regulation

- The big five killers
 1. Loss of control - VMC
 2. Controlled flight into terrain - CFIT
 3. Low altitude aerobatics/buzz jobs
 4. Loss of control - IMC
 5. Forced landings – pilot error
- Mostly fuel mismanagement

→ **Need more balanced/risk based regulation**

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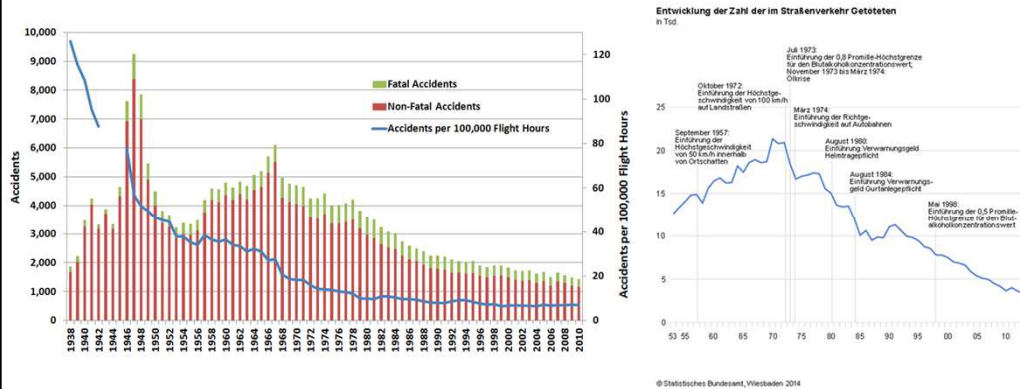
Key Training/Licensing & Operational Progress

Dr. Michael Erb
Deputy Head IAOPA Europe / Managing Director
AOPA-Germany
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► GA Safety in the USA vs. Street Safety in GER

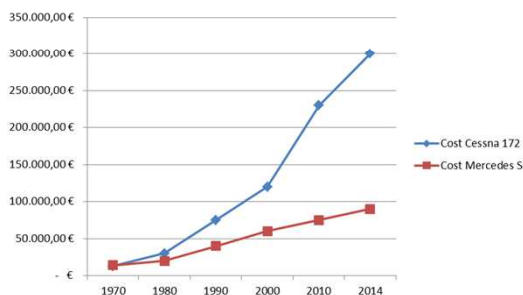


GA and Cars were worst around 1970 and improved.
Why is GA not becoming any safer since 1980, but
road-traffic is constantly improving its safety record?

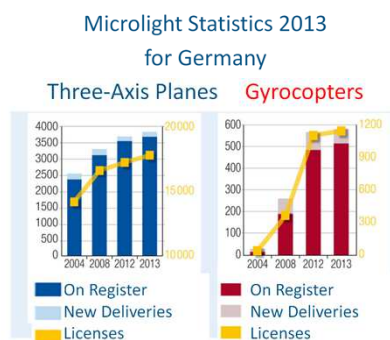


The State of the GA industry

► The cost explosion in GA manufacturing



► GA goes down, Annex II goes up, is that intent?



Source: aerokurier



Regional Implementation

Mr Tony Rapson
UK CAA, Head of GA Unit
16 OCT 2014



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What we are doing in the UK

- **CAA General Aviation Unit**

- Formed a dedicated GA Unit that uses proportionate risk based regulation to support and encourage a dynamic GA sector

- **Proactive engagement with EASA**

- Not enough to just change in UK need European change
- EASA New Approach to GA

- **Established the GA Programme**

- Delivers the CAA and Government future vision for GA
- Is the CAA's response to the UK Government's Red Tape Challenge

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The GA Unit will:



- Develop and adopt an evidence and risk-based approach
- Cut unnecessary bureaucracy
- Reduce disproportionate regulation
- Work with EASA and other Member States for change
- Support and encourage the growth of a vibrant GA sector
- Develop a culture of transparency and openness
- Support and educate the GA Sector
- Improve communication with the GA Sector



Achievements in Airworthiness

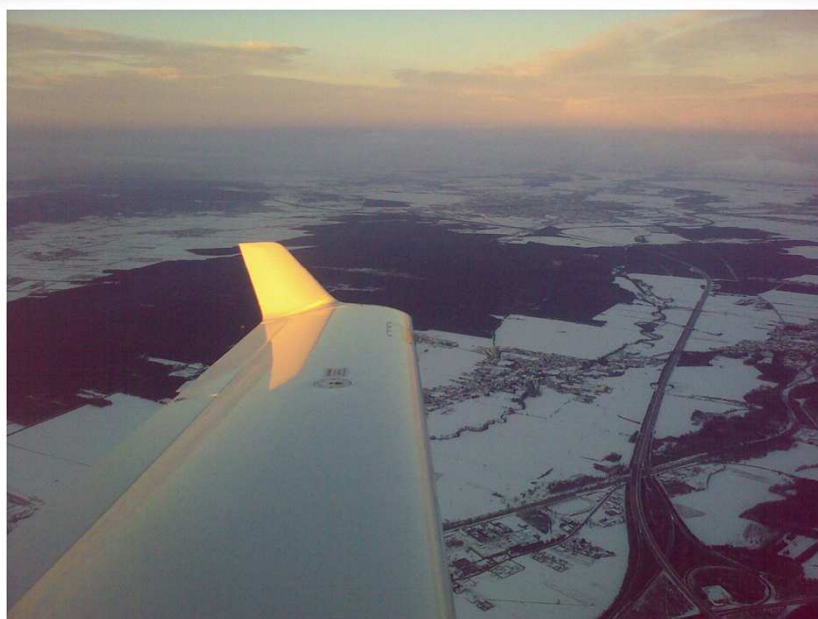
Mr Andreas Winkler
Austro Control, Project Certification Manager,
Expert, Airworthiness
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A Light on the Horizon



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Part M Task Force Phase 1 completed

- Owner Declaration for Maintenance Program ELA1
- Minimum Inspection Program – ELA1
- Simplified Maintenance Program Template
- ARC by Maintenance Organisations with annual inspection – ELA1
- Development and Approval of Maintenance Program by Maintenance Organisation – ELA2



LSA Certification in Progress

- Ongoing LSA Certification
- Improvement of Processes
- New Way for initial Certification in Vision



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GA Roadmap on track



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EASA GA Roadmap: Early Achievements


Mr Dominique Roland, EASA

Head of Design Organisations Department
Champion for the GA Roadmap Project

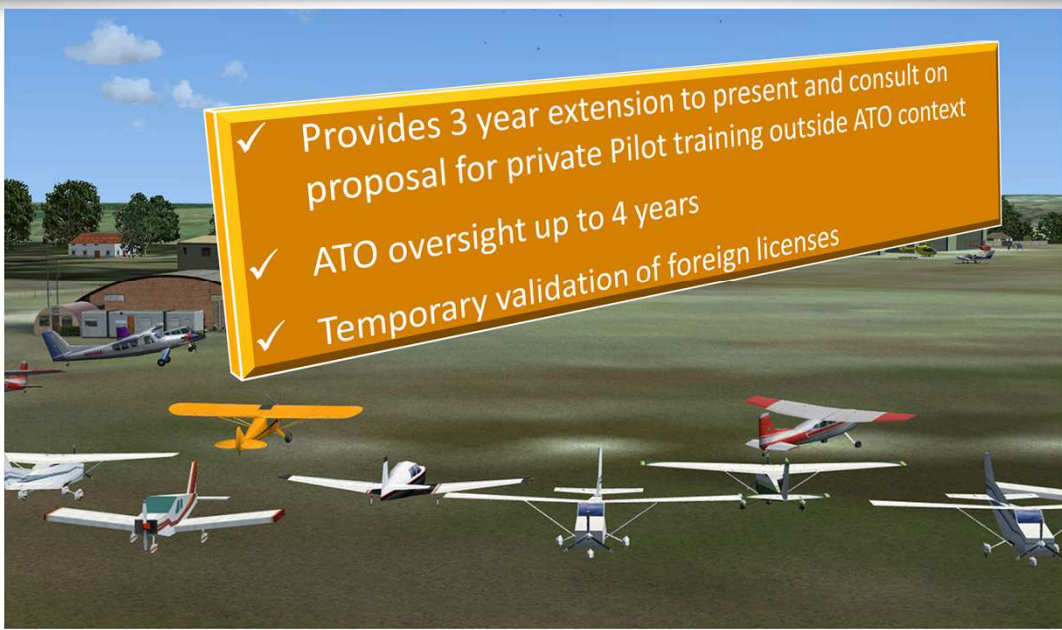
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2nd amendment aircrew regulation



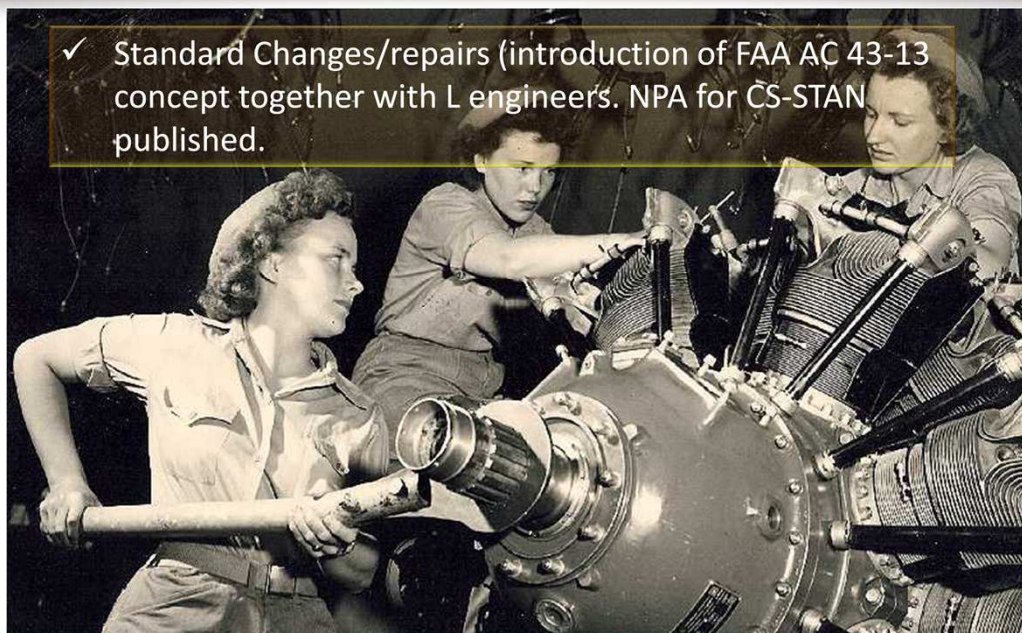
- ✓ Provides 3 year extension to present and consult on proposal for private Pilot training outside ATO context
- ✓ ATO oversight up to 4 years
- ✓ Temporary validation of foreign licenses

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Standard changes and repairs

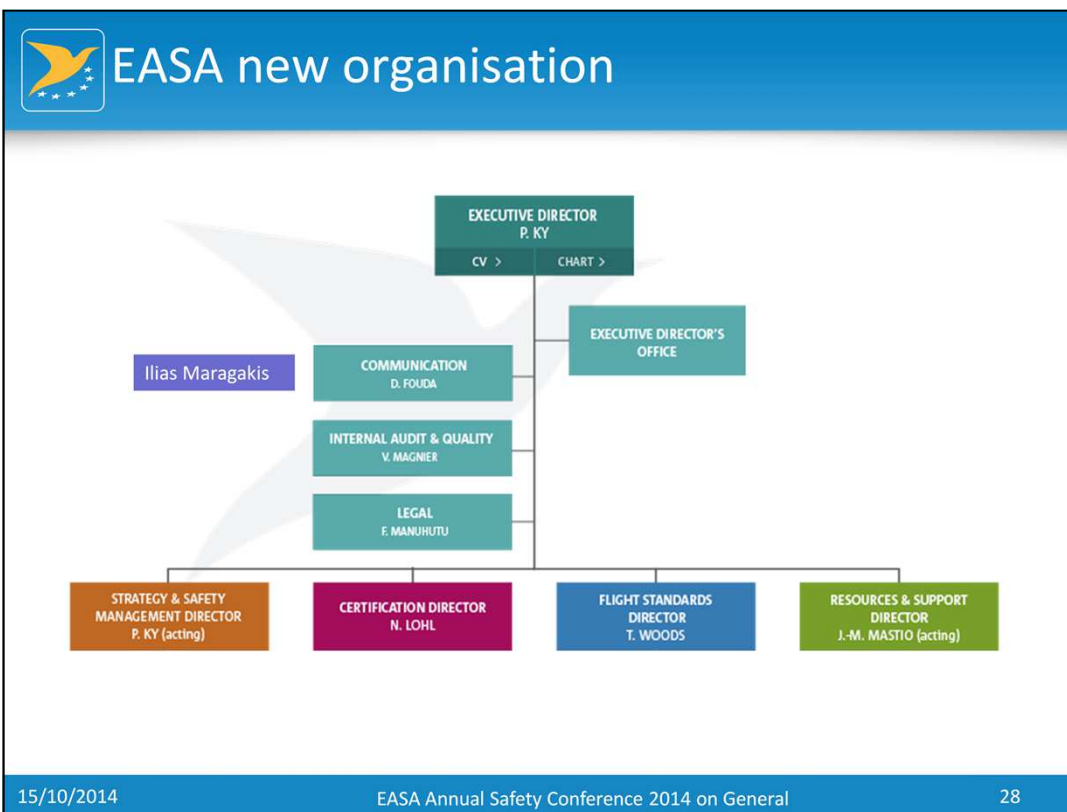
- ✓ Standard Changes/repairs (introduction of FAA AC 43-13 concept together with L engineers. NPA for CS-STAN published.



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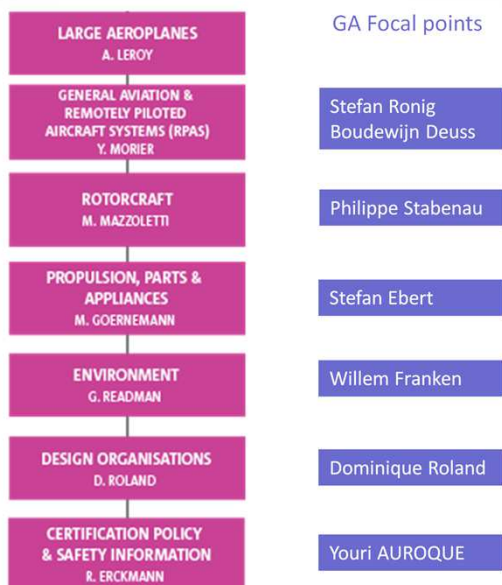
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EASA new organisation - Certification

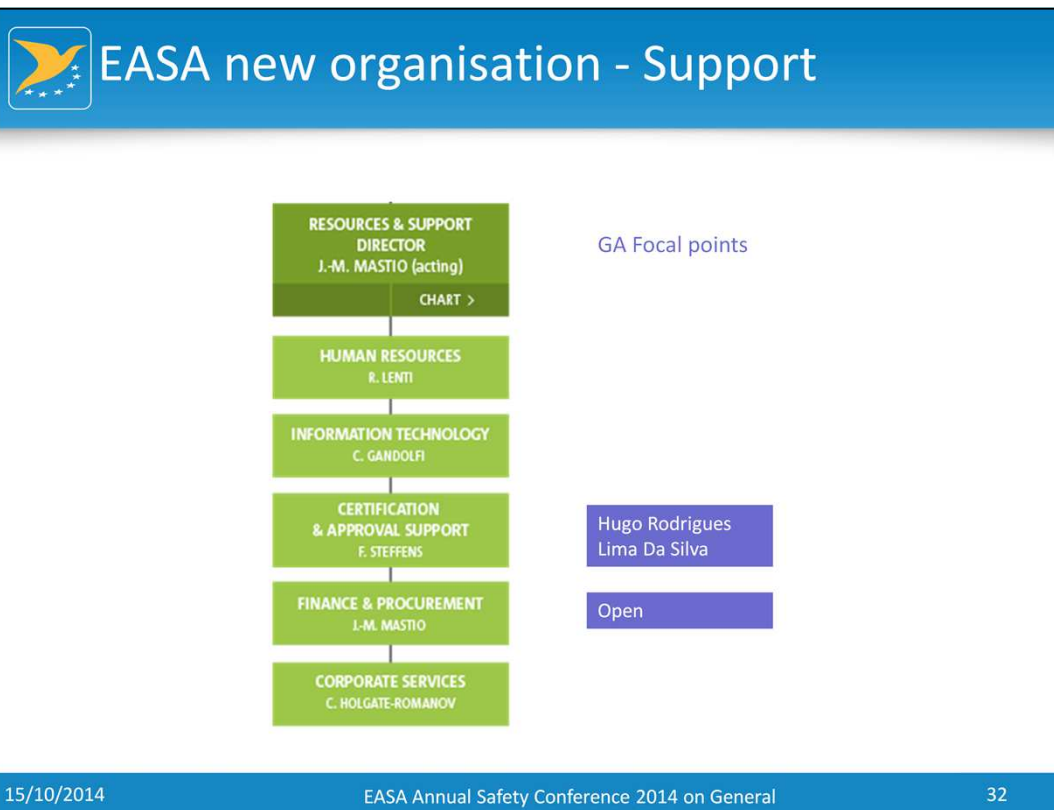




EASA new organisation – Flight Standard

GA Focal points







EASA
European Aviation Safety Agency

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