



GA COM and GA TB meeting 01-2024

On 16 April, GA stakeholders met in person for the first time in 2024 in Friedrichshafen, Germany, on the eve of AERO 2024, Europe's largest GA exhibition. The meeting, organised by the GA Flightpath 2030+ team with support from internal network collaborators, resulted in the highest ever attendance of NAAs at a face-to-face meeting. It was a great opportunity for EASA, NAAs and industry to discuss GA issues and for participants to visit the exhibition.

The main points discussed were:

New SAB structure – Future way of working: The new SAB Rules of Procedure introduce new, more agile working structures (Communities, Activity Groups). The existing GA Committee will become the GA Community Steering Group (GA.CSTG). The nominations are being managed by the SAB secretariat. GA.COM members were invited to complete the nominations as soon as possible so that the first online meeting of the new Community could be organised. Its main goal will be to explain the new ways of working, to choose the Community chair and co-chair and activate activity groups. The subsequent GA.CSTG meetings will continue to be held with GA TEB meetings.

GA Flightpath 2030+: EASA announced the internal GA Steering Committee's endorsement of four key topics: Declared as Default, Greener Faster, *iConspicuity* a Reality, Fly Direct. These will be developed into actionable items through dedicated activity groups (see also the previous item).

EASA is creating its own **guidelines for aeroplane PinS** operations at aerodromes with non-instrument VFR only runways. A small team will work with relevant GA stakeholders and report to this group.

Safety: The meeting discussed current safety issues affecting GA. EASA provided an update on its work on some of the issues falling in its remit.

EAS presented the **Pilot Medical Declaration (PMD) proposal** for non-commercial operations in aircraft falling within the scope of Part-ML. The proposal is in line with EASA's vision for GA and the Basic Regulation. It should make general aviation more accessible and save costs on unnecessary medical examinations. It builds on global best practice in the USA and the UK. It provides safety commensurate with non-commercial operations and presents a negligible risk to others. EASA will discuss the proposal and report back.

IAOPA Europe Reported **Problems with Part-IS Implementation** and its Impact on small ATOs, small maintenance organisations and smaller business and charter aviation companies. The main problem is that it applies to aircraft with a maximum take-off mass above 2000 kg, despite the announcement that GA will not be affected. Many smaller ATOs have just one aircraft above the limit, so Part-IS applies to them without a clear reason. The authorities don't always know what they're responsible for or how to help the industry with risk assessments. A better solution needs to be found for GA to help with the implementation of Part-IS by 2026.

CAA Norway expressed the need to update the PPL syllabus to include the **use of modern tools for navigation and flight planning**. It was noted that it is becoming increasingly difficult to keep up with the latest developments in technology and that a new approach is needed to save resources and allow faster integration of new technology for safer GA. One possible way forward is to use more industry standards and recognized practices.

GAMA gave a new update on the future **use of TEL in the production of AVGAS** in Europe. GAMA and EAS provided positive feedback to ECHA on the three European requests for TEL authorization while EASA provided positive feedback to the EC in 2021 and confirmed that there is a Memorandum of Cooperation between ECHA and EASA, in particular for the purpose of REACH. If AVGAS production stops after March 2025 while imports remain unaffected, it would be more expensive and harmful to the environment. GAMA and EAS/IAOPA are also working together to find a solution to the **REACH restriction on handling aviation fuels containing cumene**. Both JET A1/kerosene and AVGAS are affected, while MOGAS is not. A legal interpretation that GA pilots and airport personnel are not 'general public' or controlling of cumene levels below 0.1% could be a short-term fix. Longer term, it needs a major advocacy effort to achieve proper amendments to the REACH legislation.

EAS reported on the results of the **Basic Instrument Rating (BIR) Task Force**. GA.COM approved the final report and the following four recommendations. There were no objections from the participating NAAs. EASA will take the report into consideration in future regulatory updates.

1. Remove the 18-month limit on theoretical instruction.
2. Remove the 80-hour minimum classroom time, add a dedicated BIR chapter to Appendix 6.
3. Consider the CB-BIR methodology as compliant with practical training requirements.
4. Support the need for an EASA booklet "Guide to the BIR", offering guidance to ATOs and NAAs on the CB-BIR concept.

[SESAR Deployment Manager](#) (SDM) presented **ATM Common Project 1 – Flight & Flow Information for collaborative environment (FF-ICE)**. It introduces a new way to negotiate, agree on, and update flight plans for all civil IFR flights in Europe. Airspace users should benefit from fewer rejected flight plans, more optimal trajectories, and digital NOTAMs. The GA sector does many of these operations every year (over 300,000), so it's important to have GA representatives involved in the deployment. SDM agreed to contact the right Network Manager forum to follow up.

FOCA presented the need for **lower airspace IFR routes for GA**. Flying IFR below FL 100 is complicated or impossible in Europe because there are few routes. Flying above FL100 introduces risks for GA like

hypoxia, icing, stronger winds, or power decline, which results in lower performance. Higher altitude routes aren't suitable for training or for electric aircraft because it requires more energy and interactions with air traffic control. FOCA recommends introducing a lower route system based on GNSS minimum en route altitudes (MEA) for GA that would connect GA aerodromes. The meeting was positive and agreed to include this in the 'Fly Direct' initiative.

EASA shared the results of a recent [study on wind turbines and aviation safety](#). The study found that GA operations and smaller aerodromes are most affected. Participants were invited to study the results, share them with their stakeholders, and consider further actions.

EASA and Eurocontrol have jointly created the **iConspicuity High Level Roadmap**. It covers three main use cases: 1. Reducing the risk of mid-air collisions; 2. Enabling electronic conspicuousness of manned aircraft in U-space airspace; 3. Further research could lead to additional objectives, such as complementing existing FIS and SAR. The target is a simple, interoperable, and affordable system built on a 'one language' and 'one link' principle. While updated ADS-L could converge with ADS-B towards 'one language', ADS-B (1090 MHz), UAT (978 MHz), SRD860 and mobile telecommunications are seen as candidate enablers for a 'one link'. The roadmap expects a 'one language' proposal in 2025 and a 'one link' proposal in 2026, with implementation (incl. transitional arrangements) starting in 2027.

FOCA presented their **FASST-CH project**, which looks at future aviation surveillance services and technologies for Switzerland. It builds on existing initiatives to make aircraft more visible, improving situational awareness. It also aims to integrate ATM/UTM with infrastructure rationalisation. The project is driven by airspace users and its implementation plan is aligned with the iConspicuity High Level Roadmap. The meeting agreed to add it to the 'iConspicuity Activity Group' when it is set up by GA.CSTG.

[FANS4ALL](#) presented their project for Hearing or Speaking Impaired (HSI) pilots. It builds on iConspicuity concepts and aims at defining a Multimodal Supplemental Device that provides the HSI pilot with same information a hearing pilot can hear, and to allow a non-speaking pilot to communicate with ATC. The project will continue to be closely aligned with the iConspicuity Roadmap.

EASA informed the meeting about its [events during the AERO 2024](#) exhibition and invited participants to join.

GAMA and IAOPA plan another GA day with EASA in 2025. It will last for two days, with one day focused on strategic topics and another on working sessions with industry.

The **first online meeting of GA.CSTG** is expected to be held in late summer. The **next combined GA.CSTG and GA TEB hybrid meeting** will be on 12-13 November at EASA. The participants liked the meeting being held on the margins of AERO and want to hold a similar meeting next year. They prefer discussions over presentations in face-to-face meetings. If agreed, it will be on 8 April 2025. [AERO 2025](#) is from 9-12 April.