



# GA Roadmap Update





# EASA General Aviation

**"Are we winning the battle  
against bureaucracy?"**

**no!**

## GA is in our DNA

**Many EASA colleagues  
started their aviation  
journey in GA**

Those involved in the EASA GA Roadmap (and many other colleagues) are all involved in GA in one way or another. We live and breathe the challenges you face every day and are always looking on how we can make things better



**John**



**Wendell**



**Alain**



**Vladimir**



# GA Roadmap 2.0

What we did already



A continuing priority for General Aviation



Net Safety benefit



Embracing new business models



Adapt design and production rules



GA goes digital



Share GA safety culture through promotion



# GA Roadmap 2.0 Achievements

Part M Light

Basic IR

Balloon and Glider Rulebook

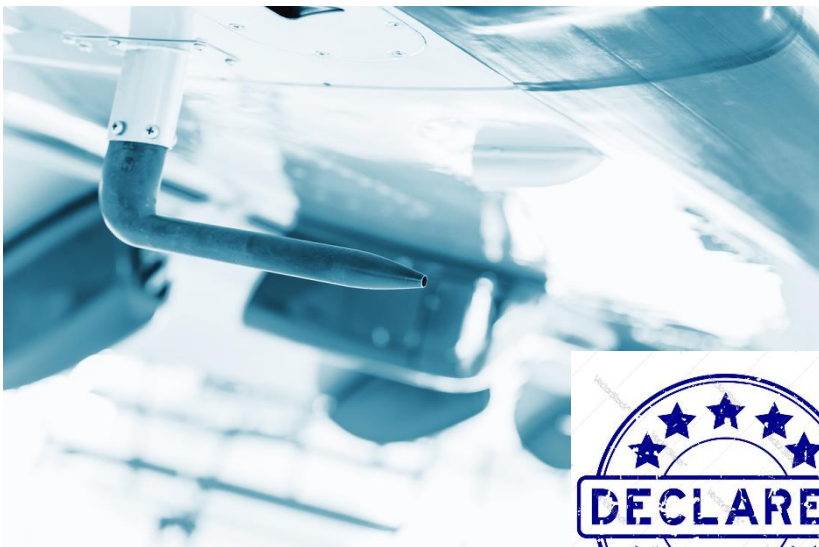


DTO

Part 21 Light

ADS-L

AWO / EGNOS





# GA Safety Promotion



## Sunny Swift

### "AIRSPACE COMPLEXITY (II) EN-ROUTE"

AFTER A FEW DAYS OF CAREFULLY PLANNING THE BEST ROUTE AROUND RESTRICTED AND CONTROLLED AIRSPACE\*, THE DAY OF THE FLIGHT HAS ARRIVED. PIERRE IS MAKING THE FINAL FLIGHT PREPARATIONS.

I HAVE CHECKED THE ROUTE, TAKING INTO ACCOUNT THE AIPs, LATEST NOTAMS AND AUP/UPS. MY FLIGHT CORRIDOR IS CLEAR OF RESTRICTED AND CONTROLLED AIRSPACE.

FOR THE BEST INFORMATION, ONCE IN-FLIGHT, THE FIS HAS THE MOST CURRENT AND CLEAR OVERVIEW OF THE AIRSPACE SITUATION. IT IS AT THEIR DISCRETION (IF YOU HAVE THE CLEARANCE TO CONTROLLED AIRSPACE, BUT THE FIS CAN GIVE YOU CRUCIAL INFORMATION, OR IN SOME COUNTRIES EVEN CALL THE ATC FOR YOU).

WITH HIS PLANNING READY AND CONFIRMED, PIERRE TAKES OFF WITH ÉPINAL AS HIS DESTINATION.

JUST BEFORE HE ENTERS FRANCE, HE CHANGES TO THE STRASBOURG FIS.

STRASBOURG INFORMATION, EU-EASA. GOOD DAY.

EU-EASA, STRASBOURG INFORMATION HELLO.

EU-EASA, TROJAM P2002, VFR FROM SAARBRÜCKEN TO ÉPINAL, MISSECURITY, 2 000 FT, QNH 1004, 1 NM NORTHWEST OF SIERRA, REQUEST TRAFFIC INFORMATION.

NOTE: ONLY AIRSPACE CLOSE TO THE FLIGHT ALTITUDE IS DEPICTED.

EU-EASA, QNH 1004, SQUAWK 4421. THERE ARE ISOLATED CUMULONIMBUS FORMING NEAR AND EAST OF LUNEVILLE.

UMM, I PREFER TO DEVIATE WEST, CLEAR OF LUNEVILLE. THAT WOULD GET ME THROUGH THE LORRAINE CLASS D AIRSPACE.

REQUEST TRANSFER TO LORRAINE CTR. AS I WILL NEED TO AVOID THE WEATHER.

THE LORRAINE CTR FREQUENCY IS 122.075.

THANK YOU STRASBOURG. LEAVING FREQUENCY EU-EASA.

PIERRE LEAVES THE STRASBOURG FREQUENCY AND CONTACTS THE LORRAINE CTR 10 MINUTES IN ADVANCE\*\*. LORRAINE GRANTS CLEARANCE TO CROSS THEIR AIRSPACE.

\*\* SEE SUNNY ISSUE #6, CLEARANCE TO ENTER CONTROLLED AIRSPACE.

THE REST OF THE FLIGHT IS ACCORDING TO PLAN. PIERRE IS REASONABLY PROUD OF HIS LANDING AT ÉPINAL.

DON'T HESITATE TO CONTACT THE FIS FOR INFORMATION AND ADVICE EN ROUTE. REMEMBER THAT HOWEVER IT IS THE ROLE OF THE ATC TO GRANT ACCESS TO CONTROLLED AIRSPACE.

You can find links to **Airspace infringement references** in the "related content" section.

Please send your comments and ideas to [generalaviation@easa.europa.eu](mailto:generalaviation@easa.europa.eu).

Join the GA Community!  
[www.easa.europa.eu/community/ga](http://www.easa.europa.eu/community/ga)

#20 (2020)  
 BY ELENA GARCIA & MONICA MESTRE @ EASA



**Improving safety together with the skydiving community**






General Aviation



Stream

About

Safety resources

Events

Topics

Members

JOIN US



Say something to the community

+ Add video

+ Add images

Post



Henry Pottkämper posted in General Aviation

5 days ago Public

LAPL/PPL Training Course (theoretical knowledge):

I often read on websites of flight schools that it is necessary to have 100 hours of instruction time for theoretical knowledge (of which at least 10 hours have to be in a physical classroom). Is there any legal source about these numbers or is this just the general interpretation of the syllabus scope? I could not find these numbers in Part-FCL. Thanks for your help!

UPCOMING EVENTS  
IN THE COMMUNITY

No upcoming events in this community

[All Upcoming events](#)

NEWEST TOPICS  
IN THE COMMUNITY



SERA.14085 Use of blind transmission

Francisco Javier · 17 Jan



Flight Instructors Fatigue Reports

Maria Nilsen · 17 Jan



# Turning the Vision into Reality



Then looking to the future.....



# GA Flightpath 2030+



**We will enhance safety culture, enable sustainable growth and embrace a digital future so that we maximize the benefits of technology and encourage wider diversity and accessibility**



# GA Flightpath 2030+

**Building on what was done already in the GA Roadmap to get more people engaged in fun and safe GA flying while embracing technology**

**Safety**

**Sustainability**



**Digitalisation**

**Diversity**



# WHY?



# Safety Challenges





# Top Safety Risks 2022

## Small aeroplanes

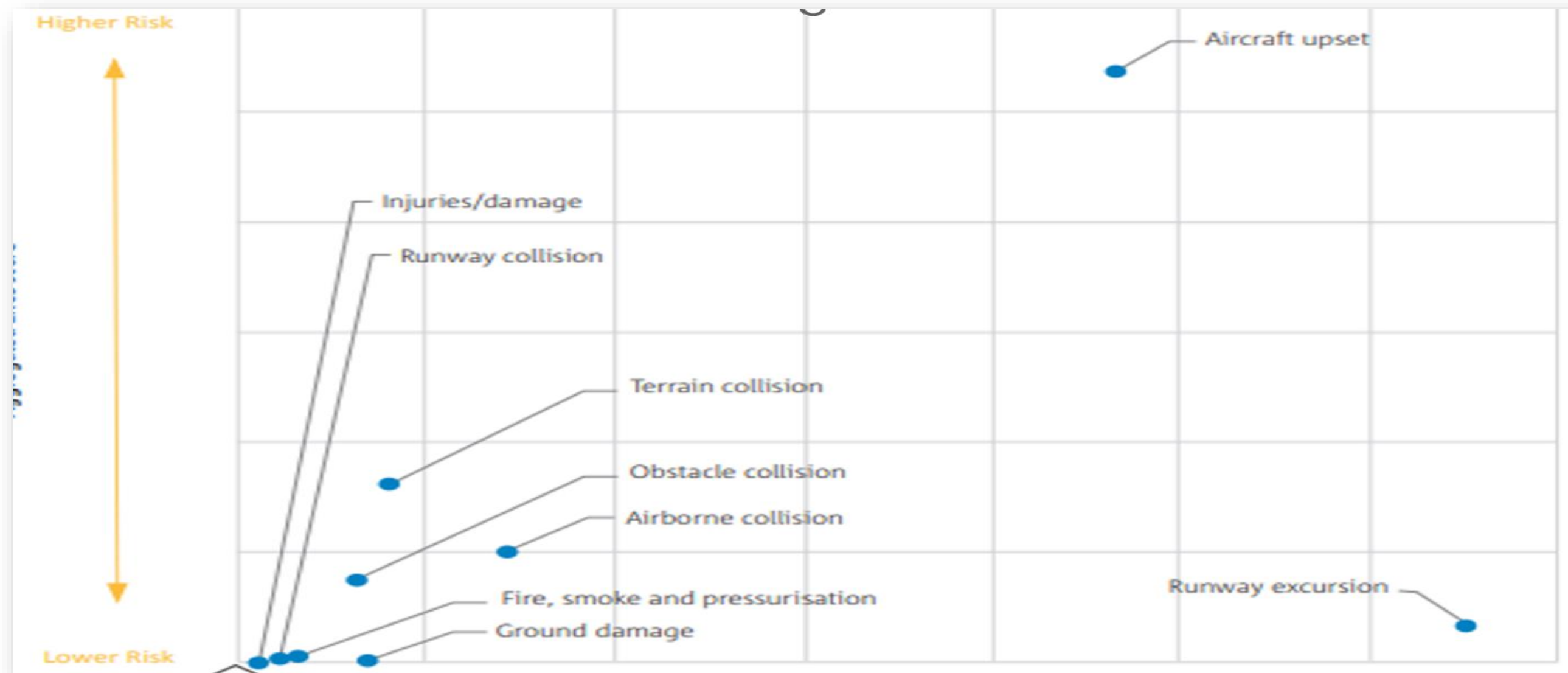
1. Aircraft upset
2. Terrain collision
3. Airborne collision

## Sailplanes

1. Aircraft upset
  2. Terrain collision
  3. Airborne collision
- Obstacle collision in flight

## Balloons

1. Obstacle collision in-flight
2. Aircraft upset
3. Fire and smoke





# Opportunities / Threats

## Workforce

- Ageing population
- Lack of attractiveness for younger generations
- Competition Urban Air Mobility vs Commercial Air Transport

## Innovation

- Integrated avionics, Artificial Intelligence, Machine Learning and increased automation
- Electric and hybrid propulsion
- Other disruptive technologies

## Sustainable future

- Social acceptance of general aviation
- Climate impacts
- Infrastructure adaptation





# WHAT?





# EUROPEAN PLAN FOR **AVIATION SAFETY** (EPAS) 2023-2025

European Union Aviation Safety Agency 29/11/2022

VOLUME I  
**Strategic priorities**



# GA in EPAS Volume II

Chapter	Domain
1	Systemic safety and resilience
2	Competence of personnel
3	Flight operations — aeroplanes
4	Rotorcraft
5	General Aviation
6	Design and production
7	Maintenance and continuing airworthiness management
8	Air traffic management/air navigation services
9	Aerodromes and ground handling
10	Unmanned aircraft systems and manned VTOL-capable aircraft
11	New technologies and concepts
12	Environmental protection



# GA in EPAS Volume II - Actions for 2023+

## Rulemaking

- **0230** - Introduction of a regulatory framework for the operation of drones
  - 0587 - Regular update of pilot training, testing, checking
  - **0678** - **Simpler, lighter and better FCL for GA**
  - 0687 - Regular update of CS-23
  - 0690 - Regular update of CS-STAN
  - **0727** - **Part-21 Light**
- } Merged into RMT 0678

## Research

- **0031** - Interoperability of different iC systems
- 0032 - Use of iConspicuity de information services

## Safety Promotion

- 0083 - Flight Inst
- 0087 - V pilots
- **0119** - **Improvement of flight instrument flying for GA pilots**
- **0120** - **Promoting iConspicuity**
- 0120 - Promoting good practices in airspace design

## Member States

- 0025 - Promotion of important safety issues for GA
- **0027** - **Improvement in the dissemination of safety messages**
- 0038 - Airspace complexity and traffic congestion

**+ TACKLE CHALLENGES / THREATS**



**HOW?**





# GA Flightpath 2030+ Team



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Champion



**Vladimir FOLTIN**  
Project Manager



**Raphaelle BERTHIER**  
Project Assistant

**+ Internal & External GA Network**





# GA Flightpath 2030+



## Safety

Enhancing safety culture

## Sustainability

Enabling sustainable growth

## Digitalization

Embracing a digital future to maximize the benefits of technology

## Diversity

Encouraging wider diversity and accessibility



# Questions?

# Slido.com