



EASA
European Aviation Safety Agency

Panel 2: European General Aviation a diverse landscape

Moderated by: Mr Jean-Marc Cluzeau, EASA, Head of Strategy and Programmes Department

Speakers:

Mr Benedetto Marasà, ENAC Italy, Deputy Director General

Cpt Piotr Olowski, Polish Civil Aviation Authority, President

Mr Roger Hopkinson, General Aviation Strategic Forum, Chairperson

Dr Peter Müller, FOCA, Switzerland, Director General

Mr Christian Dries, Diamond Aircraft, CEO

Mr Don Cameron, Cameron Balloons, Owner & Founder

Mr Stephane Mayer, DAHER-SOCATA, CEO

Mr Paolo Pascale, Tecnam, CEO

Your safety is our mission.

An agency of the European Union





- The Italian experience of liberalisation of “air surfaces”
- Safety and security problems on air surfaces
- General Aviation in commercial airports
- The proliferation of ultralight aircraft
- General Aviation aircraft sometimes considered luxury goods



Polish GA in numbers

- Around 2600 registered aircraft (including Annex II). Another 550 (mainly ULMs and moto paragliders) in an additional register for smaller aircraft.
- Mostly „small” aircraft – well over 90% (2450 registered a/c) – considered as **General Aviation**.
- Almost 1600 GA aircraft in CAMO (small organisations maintain 88% of that fleet), the rest (around 1400 GA aircraft) is managed by individuals.
- 112 Maintenance organisations Part-145/PartM/F, 94 CAMOs Part-M/G (including 28 CAT operators of which only 12 use large aircraft) and 29 POA organisations which are certified.
- At least 62 Aeroclubs.
- 59 Airports and at least 279 landing strips and heliports/helipads.
- Around 18000 Licenses and Certificates of Competence (of which approximately 13000 in GA – PPLs, SPLs, BPLs, etc.).



Main problems of the Polish GA

- Too many ineffective and inefficient prescriptive rules that were mostly developed for CAT and then were only slightly simplified for GA.
- GA is still treated by most of the regulations as a unified group – and it is not the case.
- Too complex requirements create not only financial burden but are also counterproductive in respect of safety.

Main Polish GA needs

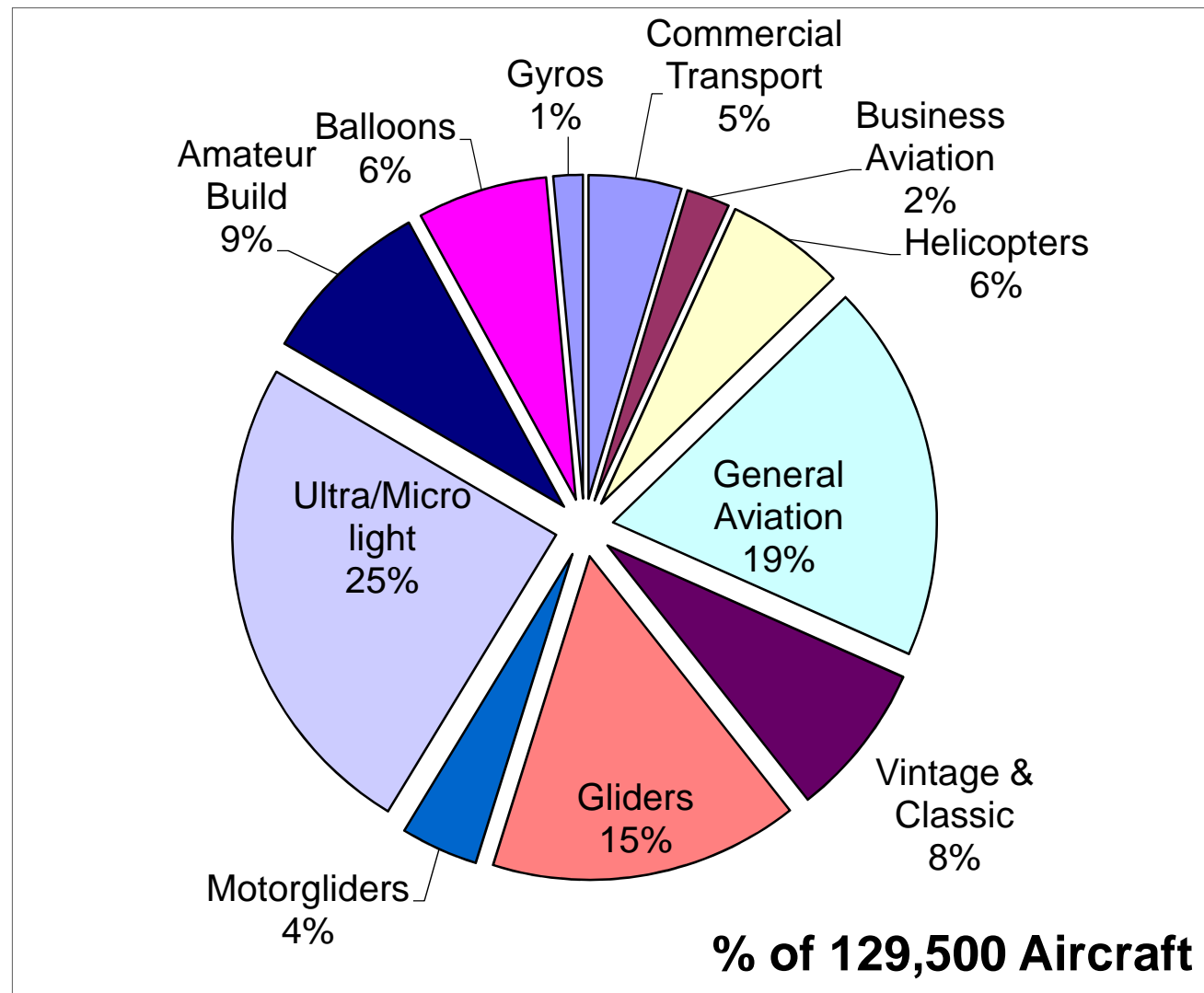
- GA needs practical implementation of Risk Hierarchy concept into EASA rulemaking processes. To achieve that we do need new European Performance Based Regulations developed specifically for GA – simpler and lighter.
- Scalable SMS for small and very small organizations.

A Diverse Landscape



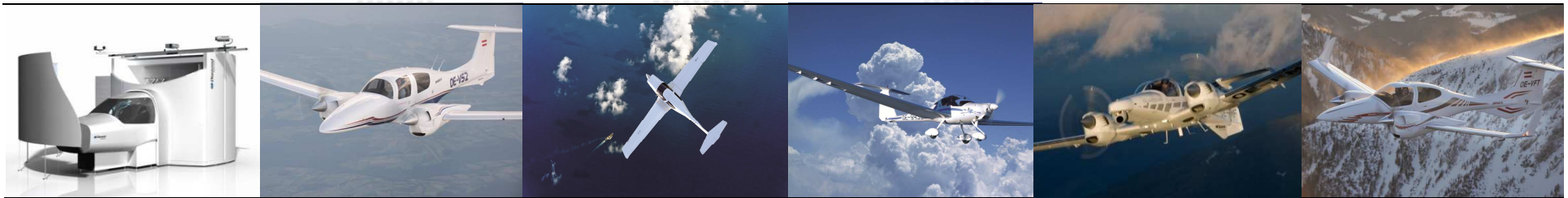
EASA States Aircraft

Statistics from "Air Britain" analysed by EFLEVA



The pilot is the critical element in modern general aviation

- ➔ Safe aircraft are only safe with wise pilots
- ➔ Tailored education, training and practice
- ➔ Modern safety concepts reduce accidents and consequences



The 3 M's for the General Aviation in Europe

→ Making Flying Attractive

- Modern and safe aircraft
- Affordable conditions



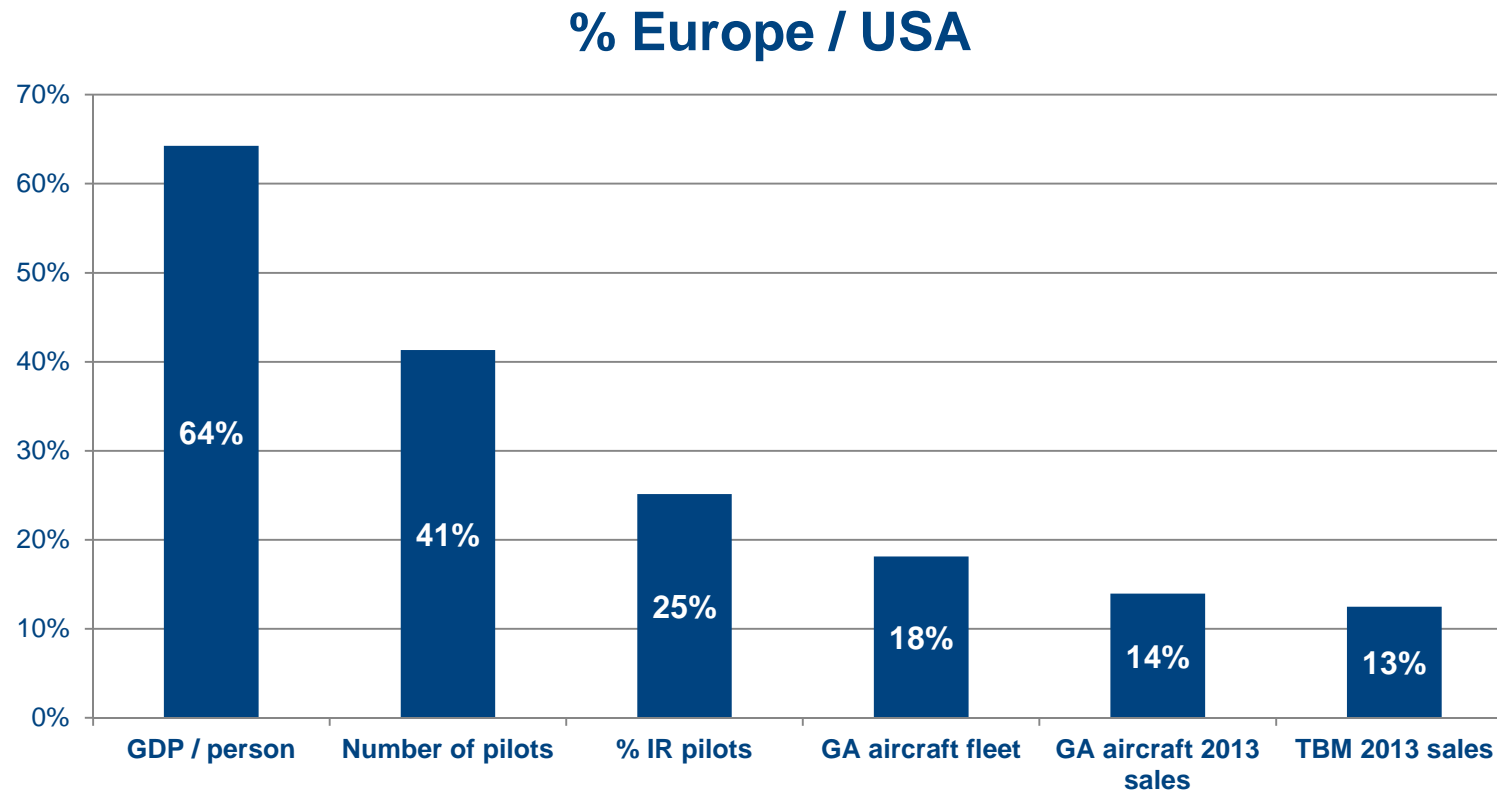
→ Making Europe Attractive to Aircraft Manufactures

- Proportional costs up to 5.700kg instead of steps with 1900%
- Open mind set to new inventions
- International cooperation is essential to EU manufactures

→ Making Europe's General Aviation a Successful Model

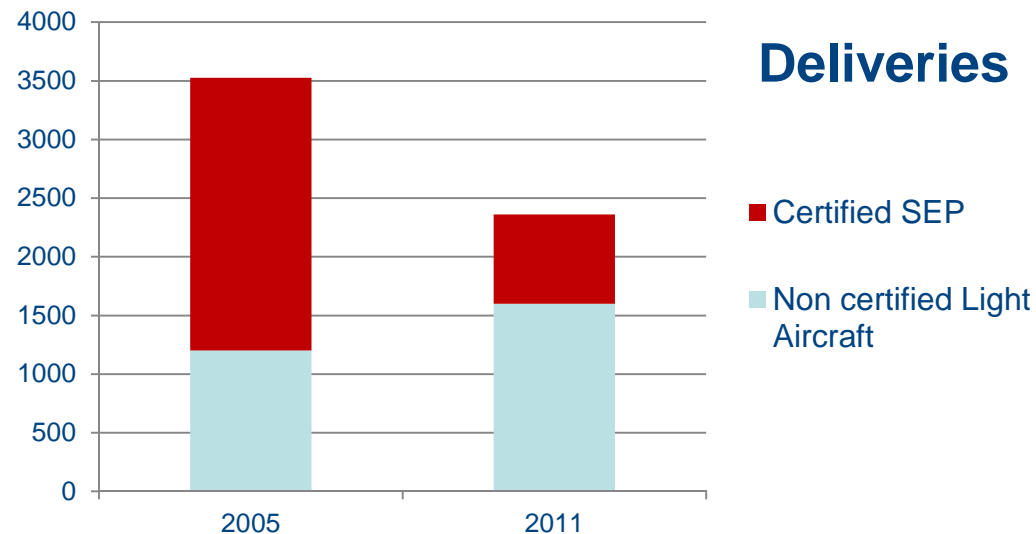
- Integrate Proven International Standards and Practices into European Rules

□ AMERICAN VS. EUROPEAN GENERAL AVIATION LANDSCAPE



➤ **Is there anything from the other side of the Atlantic that we should try to « imitate » ?**

❑ EUROPEAN DIVERSITY : SEP & LIGHT AIRCRAFT



➤ Are certification rules appropriate for General Aviation ?

❑ EUROPE MAJOR RECENT CHANGE IS ... EUROPE and EASA !

➤ A proposal for golden rule for EASA : If something is authorized somewhere, and is safe, it should be authorized everywhere!