



EASA
European Aviation Safety Agency

GA Road Map: Working towards



Simpler, lighter, better rules for
General Aviation

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CASIA

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Outline

- Background and principles
- Key deliverables on this topic
- Risk based approach implementation
- Summary



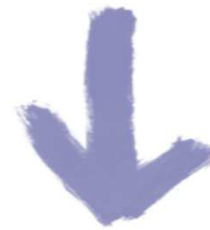
Background and principles



Motivation and problem



Avert a dramatic loss of activity as a result of complex and disproportionate rules



Necessary to adopt a specific new approach for GA in order to assure a sustainable development of the sector in Europe



European GA Safety Strategy

European Roadmap for regulation of GA



Strategic direction - six principles

P1: One size does not fit all (reduce cliff-effect)

P2: Philosophy of minimum necessary rules

P3: Adopt a risk-based approach

P4: Protect “grandfather rights”

P5: Apply EU “Smart Regulation Principles”

P6: Make best use of available resources/expertise



Scope



Focus first on the low end of GA

Where the impact of the actual system seems to be the most detrimental and impacts the largest part of GA stakeholders

Apply ‘building block’ approach

Extend every time it is possible to other GA activities



Risk hierarchy

1. Uninvolved third parties
2. Fare-paying passengers in commercial air transport (CAT)
3. Involved third parties (e.g. air show spectators, airport ground workers)
4. Aerial work participants / Air crew involved in aviation as workers
5. Passengers (“participants”) on non-commercial flights
6. Private pilots on non-commercial flights

Stakeholders at the top of the risk hierarchy have less ability to assess and control the risk to which they are exposed, and therefore may require more regulatory protection than those at the bottom.



Risk Based Approach

transport

business

training

sport

More Protection



Same safety level:

- Not feasible
- Not what public expects
- Against ICAO endorsed philosophy

But:

More Freedom



Specific risk categories are associated with specific GA activities.



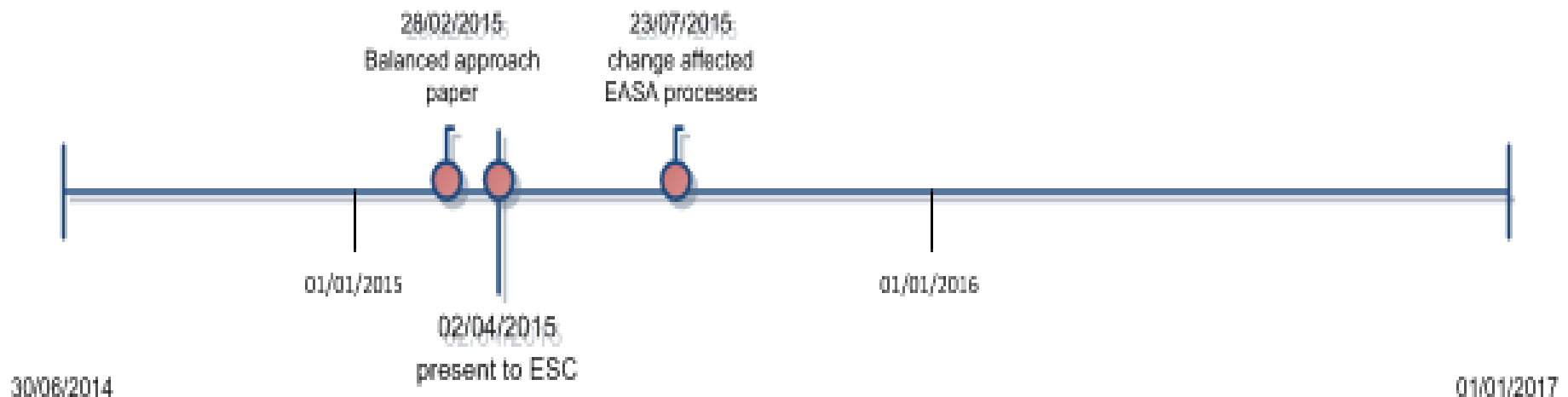
Key deliverables on GA data collection and safety management



Balanced Approach/Risk Management (10)

Purpose: Modify policies and procedures for a more risk based approach, using all available tools for mitigating risks (safety culture, oversight and rules)

Milestones

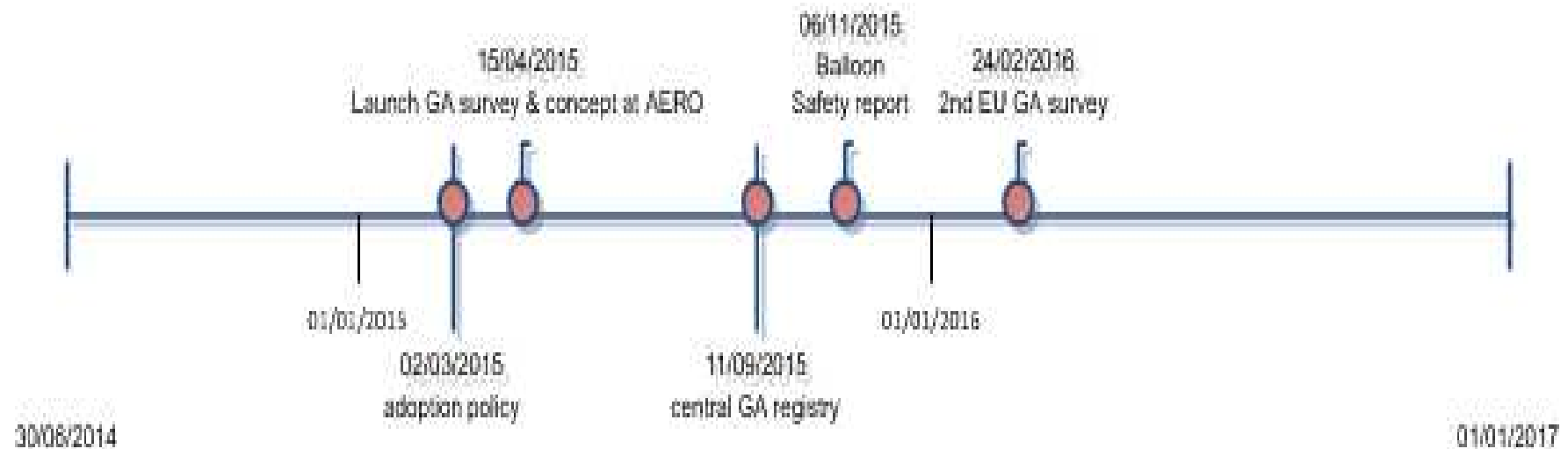




GA Data Intelligence (11)

Purpose: Strengthen framework for the collection of safety and exposure data to enable trend monitoring of sectorial policies

Milestones





Risk based approach implementation

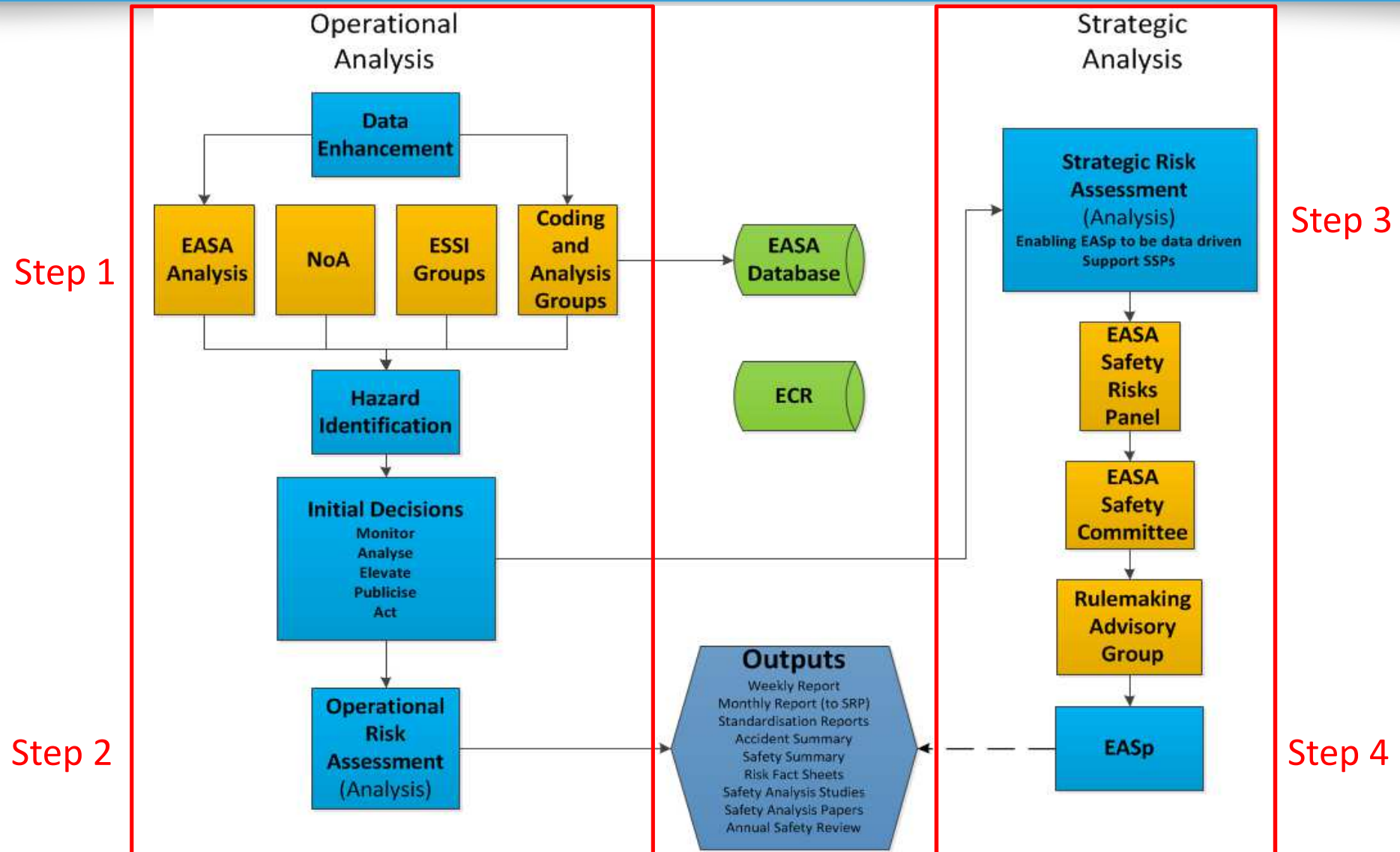


Data collection

- Regular streams (accidents & incidents, occurrences, safety recommendations, etc.) monitored and tracked by EASA
- EC study to gather data at EU level (supported by EASA):
 - exposure information from GA users
 - Registration and other information from NAAs/organisations
- Engage with the GA sector for the analysis of data



Integrated risk and safety management





Integrated Safety Risk Management

- Step 1 - Risk Identification
 - Data – Occurrences, Investigations, **All Safety Recommendations**
 - Knowledge – From engaging with aviation community through EGAST and CAGs
- Step 2 – Risk Assessment
- Step 3 – Safety Action Programming
 - Safety Promotion, Research, Certification etc.
 - Not just Rulemaking
- Step 4 – Performance Monitoring



Safety Risk Portfolio - Balloons

- Leads to development of Safety Risk Portfolio
- For GA – BADCAG used to develop prototype

	GA - Balloons	SYS	Outcomes					EME
	Safety Issue		CTOL	LOC-I	MAC	ARC	Fire	
Operational	Insufficient or Poor Weather Planning		●	●		●		
	Incorrect Control of Manual Flight Path through Control of Balloon Inertia		●	●	●	●		
	Loss of Separation – Particularly during Mass Balloon Launches			●	●			
Technical	Propane System Fire						●	
	1110 Exterior Colour Schemes and Markings – Insufficient Visibility of Balloon Registration			●	●			
Human	Insufficient Pilot Knowledge of Balloon Physics		●	●	●	●		
	Commercial and Competitive Pressure to Initiate Flights		●			●		
	Incorrect Decision Making and Planning		●		●	●		
	Insufficient or Poor Communication – Insufficient Situational Awareness during Mass Balloon Launches			●	●			
Organisational	Insufficient Passenger Safety Knowledge	●						
	Insufficient Availability of Operational Documentation – e.g. Map Marking with Power Wires		●			●		



Summary



Summary

- Clearly work in progress
- Participation and cultural change of safety investigation authorities encouraged
- Need to prioritise and substantiate requests for action



To find out more!

Simply go and visit the EASA website:

GA Road Map: <http://easa.europa.eu/ga>





EASA

European Aviation Safety Agency

Many thanks for your attention

Your safety is our mission.

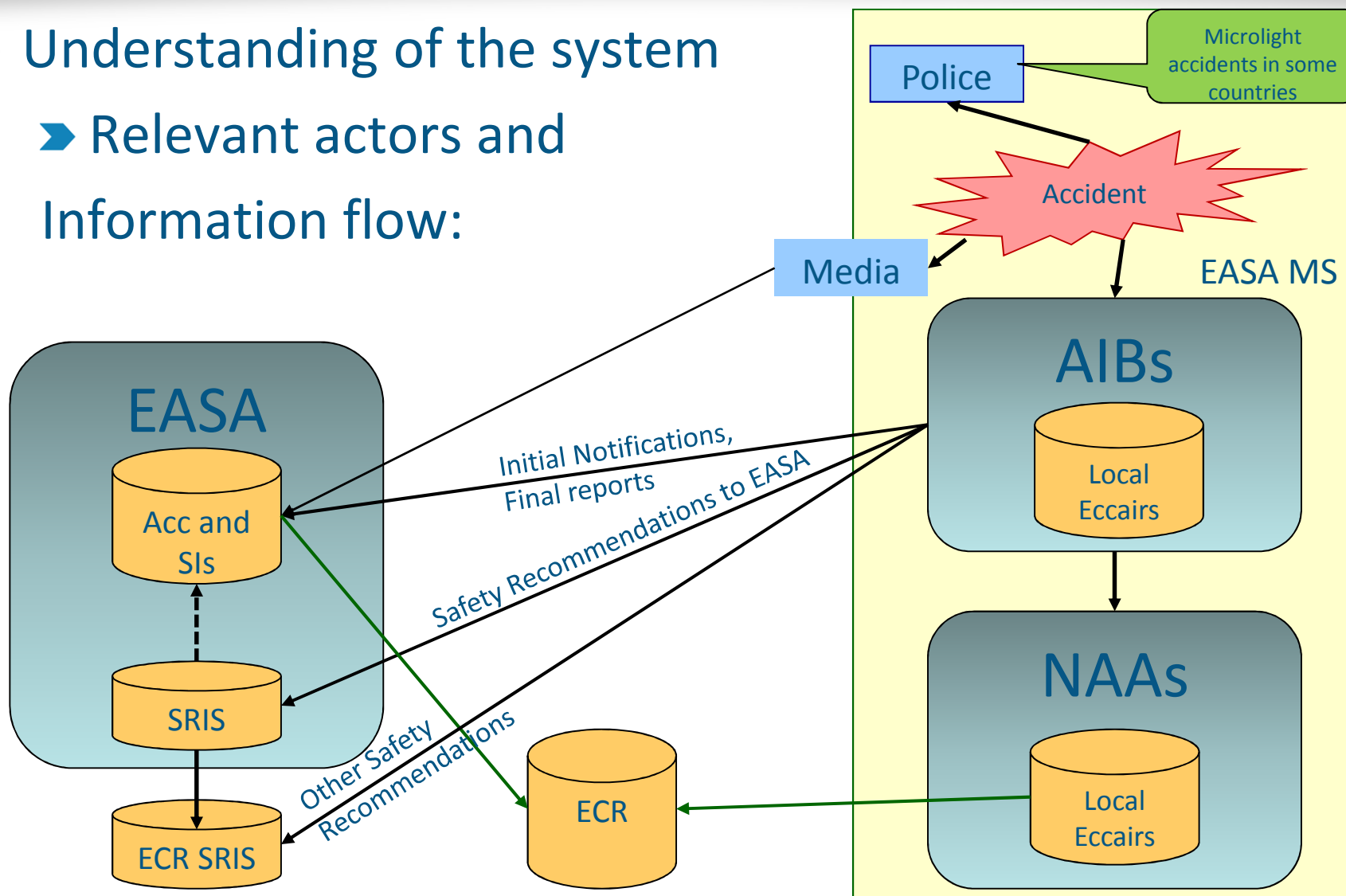
An agency of the European Union





General Accident Processing

- Understanding of the system
- Relevant actors and Information flow:





Risk hierarchy

Inputs

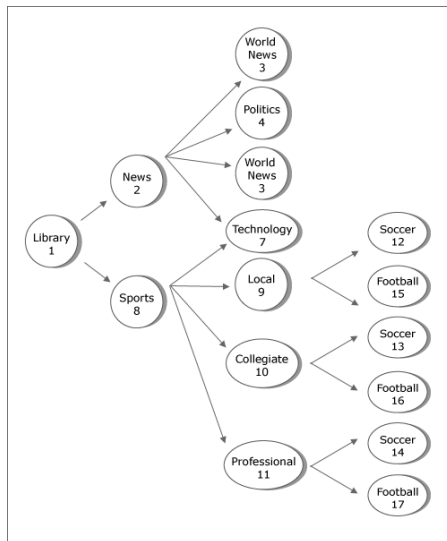
- Accidents
- Incidents
- Safety Recommendation
- Reporting of occurrences
- Surveys
- Data collection (others)...



Risk hierarchy

Analysis – Risk Portfolio per category of activity

Balloon taxonomy



For each category of occurrence (node):

- Risk level (Hazard . Probability)
- Decision:
 - Do nothing
 - Safety Promotion
 - Oversight
 - Rulemaking



Risk hierarchy

Monitoring - update

Balloon taxonomy

