EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

GA Roadmap
Update to GA Community

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Background

- Representatives from the Member States (MS), General Aviation (GA) and EASA performed an analysis of the impediments to growth and development of the GA sector in Europe (January 2012 - September 2012)

- This group presented results to the EASA Management Board (MB), captured in two documents (September 2012):
  - European GA Safety Strategy Discussion Paper; and
  - European GA Safety Strategy

- European Commission/EASA performed initial scoping of the strategy papers and made proposal to MB for actions to achieve the desired enhancements or removal of barriers, concluded with the adoption of the 'Roadmap for Regulation of GA' (September 2012 – December 2012)
  - The Roadmap sets out the operation of the framework and defines the high level scope and timelines for the establishment of a more tailored and proportianate approach to GA
  - Action holders are Commission, EASA, Member States and GA community

- Progress has been made on most actions and updates are provided to EASA MB and GA community (June – July 2013)

Principles

Jointly develop the foundation for a strong GA sector in Europe

- Based on risks identified as most relevant for improving safety
- More proportionate to risk awareness and risk choices of individuals, protecting primarily those with least involvement and awareness (see risk hierarchy on next slide)
- Use non-regulatory means where possible
- Engage the GA sector and better reach the GA community
- Use meaningful data as a basis for decision making

Risk hierarchy

Based on the level of control over risk and risk tolerance e.g.

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.

GA Roadmap conclusions

- The growing number and complexity of regulations has begun to have major side effects to the extent that new rules may now even have a counter-productive effect.

- Prescriptive regulation also has a negative impact on innovation and causes a major resource load on the NAAs and the regulated persons themselves.

- All regulation should be screened against the backdrop of the risk hierarchy and resulting need for protection.

- Focus on lighter end of GA and move upwards as more experience is gained.

GA Roadmap – Actions and actors

COMMISSION/EASA	MEMBER STATES	GA SECTOR
Use principles under the flexibility provisions (Article 14.4 or 14.6)		Suggest a short list of items for which non-compliance have an important impact and that can be solved quickly with a minimum regulatory work
For existing and future rules, depending degree of advancement, consider the principles to orientate the work e.g. Parts SPO, CAT-sailplanes, CAT-balloons		For existing rules, identify the key problems arising from aspects which do not comply with the principles or cannot readily be implemented in accordance with them.
Clarify the interpretation of 'commercial operations' in relation to certain GA operations.		Propose a team of representatives empowered to represent GA users.
Provide explanatory guidance in "plain language".	Proposed regulations and their implementation are kept as simple as possible	Establish a GA SSCC to assess the implementation of new approach and the efficiency with which it is done.
New rulemaking process is implemented consistently with the principles		
EASA Standardisation process to enable best practices in GA to be identified, including ones from non-EU MS.		
Consider adaption of EASA internal organisation to assure that GA matters are considered		

GA Roadmap – EC/EASA/MS - Where do we stand today

COMMISSION/EASA	MEMBER STATES	GA SECTOR
Use principles under the flexibility provisions (Article 14.4 or 14.6) Policy approach towards use of flexibility provisions to be discussed and agreed		Suggest a short list of items for which non-compliance have an important impact and that can be solved quickly with a minimum regulatory work.
For existing and future rules, depending degree of advancement, consider the principles to orientate the work e.g. Parts SPO, CAT-sailplanes, CAT-balloons EASA Committee proposed amendments in line with principles. For example, ability of PPL and LAPL licence holders to conduct certain types of flights (cost-sharing or introductory flights) without holding commercial privilege (July 2013)		For existing rules, identify the key problems arising from aspects which do not comply with the principles or cannot readily be implemented in accordance with them.
Clarify the interpretation of 'commercial operations' in relation to certain GA operations. Orientation discussion planned at future EASA Committee meeting		Propose a team of representatives empowered to represent GA users.
Provide explanatory guidance in "plain language". EASA Style Guide updated	Proposed regulations and their implementation are kept as simple as possible	Establish a GA SSCC to assess the implementation of new approach and the efficiency with which it is done.
New rulemaking process is implemented consistently with the principles Internal procedures updated		
EASA Standardisation process to enable best practices in GA to be identified, including ones from non-EU MS. EASA organized workshop with MS on the subject. Also GA subSSCC will be invited to make proposals.		
Consider adaption of EASA internal organisation to assure that GA matters are considered EASA Project Plan being finalised		

GA Roadmap – GA community – Where we stand today

COMMISSION/EASA	MEMBER STATES	GA SECTOR
Use principles under the flexibility provisions (Article 14.4 or 14.6)		Suggest a short list of items for which non-compliance have an important impact and that can be solved quickly with a minimum regulatory work Created a consolidated issues list, soon to be prioritised.
For existing and future rules, depending degree of advancement, consider the principles to orientate the work e.g. Parts SPO, CAT-sailplanes, CAT-balloons		For existing rules, identify the key problems arising from aspects which do not comply with the principles or cannot readily be implemented in accordance with them. Created a consolidated issues list, soon to be prioritised.
Clarify the interpretation of 'commercial operations' in relation to certain GA operations.		Propose a team of representatives empowered to represent GA users. Based around GA sub-SSCC
Provide explanatory guidance in "plain language".	Proposed regulations and their implementation are kept as simple as possible	Establish a GA SSCC to assess the implementation of new approach and the efficiency with which it is done. Forming GA sub-SSCC
New rulemaking process is implemented consistently with the principles		
EASA Standardisation process to enable best practices in GA to be identified, including ones from non-EU MS.		
Consider adaption of EASA internal organisation to assure that GA matters are considered		

Issues raised by GA sector

GA Safety Strategy paper response "issues"

- Horizontal Issues (4)
- Initial Airworthiness (8)
- Continuing Airworthiness (3)
- Flight Crew Licensing (2)
- Medical (1)
- Operations (9)

Note that these issues

- are with **existing** rules
- relate to aspects which do **not** comply with the principles

Initial Airworthiness Issues

- Removal of requirement for EASA validation of foreign STCs
- Removal of the requirement of Agency approval of minor modifications
- Publish a definitive and unequivocal list of major modifications
- Publish an AMC authorising the use of FAA AC 43.13-1B as approved data for major and minor repairs
- Publish AMC authorising the use of foreign repair stations which do not have EASA approval
- Publish AMC authorising a licensed engineer to approve the airworthiness of used parts
- Publish AMC authorising the use of FAA procedures for owner-produced parts
- Self-declarative procedure for CS-LSA

Consultation done so far

Further elaborate on the strategic direction given

- Received issues from EAS & IAOPA and held meetings to arrive to common understanding and positions
- Meeting with GA industry in July as a start of the new advisory committee on GA (SSCC subcommittee) - 4.10 second meeting!
- Meeting with LSA A/C community in September. Have identified issues and priorities to take up across the different domains.

Based on above points, aim is to define a coherent set of actions to be implemented as a dedicated project to meet the goals and bring the change.

Next steps

- Review and agree on the priorities of the joint list of issues
- In the coming weeks, consult with the Member States and wider GA community
- Report in the EASA Committee in October and prepare a roadmap for discussion and acceptance in December by EASA CMT and MB, the GA group in the SSCC
- 'Issues list' is a living roadmap whereby the three main players: EC/EASA, MS (decision making in the EASA Committee) and GA sector play an equal important role.
- Set up of the roadmap/project is such that the progress will be a joint responsibility and a permanent group (GA subSSCC) will monitor the progress
- Lessons learned from the implementation of the action plan

Conclusion

- Partnership approach (engage & leverage technical expertise available in GA industry)
- One size doesn't fit all (tailored approach)
- Focus on identifying best solutions
- Authorities desire to address current issues

Some questions

- What are the greatest challenges in developing your activity?
  - Any other suggestions for improvements.
- What are the elements to jointly develop the foundation for a strong GA sector in Europe?
  - How can we best built this partnership approach and tap in the large expertise base.
- What other non-regulatory safety promotion actions (such as those piloted by EGAST) could we undertake?

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Thank you!

Your feedback is appreciated

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