Regulations designed for CAT are disproportional and excessive for GA. The GA Road map project has been launched to address the issue.
GA demands proportionate regulation
- focus on Risk-based approaches
- definition of a risk hierarchy
- ...associated with limitations
Success relies on all parties working together
3-pronged approach

GA Roadmap

Annex 1
Annex 2

New approach to General Aviation

GA projects & proposals
Clarify the interpretation of ‘commercial operations’ in relation to certain GA operations

Who by: EASA
European Commission
Member States

Status: Partially solved – Basic regulation change
Annex 1 & 2

Action:

Apply flexibility provisions (Article 14.4 or 14.6) where possible

Who by: EC/MS

Status: EASA committee continuous process
Action:

Consider adaption of EASA internal organisation to assure that GA matters are considered

Who by: EASA

Status: EASA new organisation
1. Form group empowered to represent GA users.
2. Establish GA SSCC

Who by: EASA

Status: Based around GA sub-SSCC
Action:

Creating a GA community issues list

Who by: EASA/EC/MS/ Stakeholders

Status: Consolidated list
Solutions to GA project/proposals focuses on implementation of a set of short-term measures to alleviate the burden on:

- Airworthiness (presented yesterday)
- Flight standards (to be presented tomorrow)
New approach to GA

Same safety level:
- Not feasible
- Not what public expects
- Against ICAO endorsed philosophy

Specific risk categories are associated with GA activities. They should be known and accepted by the community.
For the new approach, it is proposed to focus first of the low end part of the GA activities, where the impact of the actual system seems to be the most detrimental and impact the largest part of the GA stakeholders.

We propose to identify this part of the GA activity as sport aviation, by opposition to transport aviation.

The new approach will then be extended every time it is possible to other GA activities.
EASA + NAAs + Organisations

Current regulatory framework:

- Airworthiness (EASA/DOA/POA)
- Pilot license (EASA/NAA)
- Flying schools (EASA/NAA)
- Airspace (EASA/NAA/SES)
- OPS (EASA/NAA)
- Maintenance (EASA/NAA/MOA)
- SERA (EASA/NAA)
- and more...

No stability, constant changes since 2003
Change EASA system

Optimise internal Agency activities to GA
Change EASA system

Simplify administrative and operational procedures
Change EASA system

Streamline oversight activities
EASA/NAA teams consider the size and expertise of applicants (proportionality)
‘One entry point/One voice’
New principles applicable to GA

Active application of risk hierarchy

More protection

Better, more effective rules

More freedom
Move from ‘organisations’ approval to ‘individuals’, where possible
Combined organisations approvals
Encourage safety culture
Consider ‘delegation’ of oversight functions to user organisations, where possible
Interim: Produce handbook/web-tool compiling all current SA regulations

Publish a specific GA annex after appropriate review, if necessary
Minimizing the impact of SMS at level of individuals and small organisations
Such reform will impact other elements of the EASA system:

- International harmonisation/coordination
- Structure and organisation of NAAs and GA stakeholders
- EASA and NAA fees & charges
- Leveraging available GA expertise
- Data and safety analysis
Three-pronged approach tackles all three pillars at once, while allowing resources to be focussed on any areas that require immediate action.

Status of actions will be presented during the GA safety Conference, in October 2014.
To find out more!

Simply go and visit the new GA website:

http://easa.europa.eu/ga
Thanks for your attention!

Your safety is our mission.
easa.europa.eu