



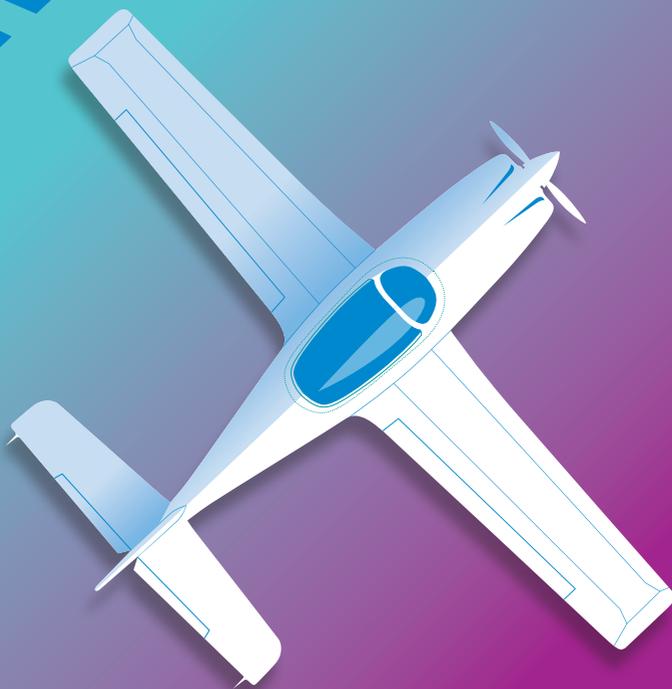
EASA

European Union Aviation Safety Agency

GA ROADMAP 2.0

2019

MAKING GA SAFER AND CHEAPER



GA Roadmap 2.0 Update 2019

In 2015 EASA launched the General Aviation (GA) Roadmap to establish its vision for the future of this part of the European Aviation Community. The focus of the GA Roadmap has been on developing better and lighter regulation for General Aviation. This was urgently needed after feedback from the GA Community showed that the initial regulations imposed too much 'red tape'. By now, a lot has already been accomplished thanks to the GA Roadmap. This leaflet outlines what has already been achieved and, following the EASA GA Conference in 2018, what important activities will take place as part of GA Roadmap 2.0. There are a lot of exciting developments, so read on to learn more.

The Successes of EASA's General Aviation Roadmap

There have been a number of key achievements already in the GA Roadmap:

- Making life easier for training of GA pilots
- Specific rules for the operation of balloons and sailplanes have been simplified and issued
- Adoption of CS-STAN to simplify the approach to changes and repairs for GA aircraft
- Simpler rules for the operation of non-commercial aircraft
- EASA Basic Regulation adopted to provide a new level of flexibility in rulemaking
- Launch of Sunny Swift to support a new approach to Safety Promotion for GA

A lot of other activities have been under development as part of the GA Roadmap that will be implemented in the coming year. Owners of light aircraft can get prepared for the improvements in the rules for maintenance in Part-M Light (ML). These have been voted favourably in February 2019 by the European Member States and are currently undergoing the adoption process by the European Commission, expected to be completed by the end of 2019 at the latest. Other activities include simplified rules on IFR flying and a more pro-active approach to Safety Promotion for the GA Community.

Looking towards the Future – GA Roadmap 2.0

Moving forward, EASA has now moved into the second phase of our activity with the GA Roadmap 2.0.

6 GA strategic principles

- **A Continued Priority for General Aviation:** EASA will maintain GA high on the Agency's list of priorities and report back on progress through an EASA Safety Conference on General Aviation on a 4-year cycle.
- **Share the General Aviation Safety Culture:** EASA to create a General Aviation Safety Promotion Platform using interesting and innovative communication methods for launch by Q2 2019.
- **Net Safety Benefit:** EASA to establish a policy on the net safety benefit approach and to enable flexibility in order to ease the introduction of new safety technologies in General Aviation.
- **Embracing New Business Models:** EASA to adapt its regulatory requirements to facilitate the introduction of new business models.
- **Adapt Design and Production Rules:** EASA to use the opportunity offered by the new Basic Regulation to simplify Part-21 requirements for the design and production of General Aviation.
- **GA Goes Digital:** EASA to coordinate the development of innovative technical solutions for getting the aeronautical and flight data in real time in the cockpit.

Making Life Easier for Private Pilot Flying Schools (Part-DTO)

The new Annex VIII (Part-DTO) to Regulation (EU) No 1178/2011 introduced a new category of training organisation for non-commercial licenses only – the declared training organisation (DTO). Compared to the regulatory framework for ATOs, Part-DTO grants significant alleviations for the GA training domain:

- Declaration to the competent authority instead of prior approval
- Simple safety policy instead of full safety management system (SMS)
- Annual internal review instead of full compliance monitoring system (CMS)
- Training programme instead of full training manuals
- Simplified personnel requirements (A DTO can be run by one person)
- Flexible and performance-based oversight requirements for competent authorities

Easier Access to IFR Flying (Basic Instrument Rating)

Easier access for GA pilots to Instrument Flying Rules (IFR) flying is considered a high priority measure that will improve safety and utility of GA flying. The proposal to introduce a 'Basic Instrument Rating (BIR)' has recently been published in form of the EASA Opinion No 01/2019(A). This is a qualification to fly in accordance with Instrument Flight Rules (IFR), but based on more proportionate requirements when compared to the traditional Instrument Rating (IR). Both privileges and fully competency-based training requirements of the BIR are tailored to the needs of GA pilots.



Operations and Pilot Licenses for Balloons and Sailplanes

Air operations and pilot licenses for balloons and sailplanes, commercial and non-commercial, were initially addressed by the Air OPS Regulation (Regulation (EU) No 965/2012) and FCL rules (Regulation (EU) No 1178/2011). Both regulations originally covered all categories of aircraft (Large Transport Category Aircraft, Regional Jets, Business Aviation, Small Aeroplanes, Rotorcraft, Airships, Balloons, and Sailplanes). The glider and balloon community reached out to EASA and highlighted the complexity of the regulatory framework. In consequence, EASA took those parts back to the drawing board with the aim of working together with the two communities in order to produce stand-alone regulations for balloons and sailplanes.

As a result of the joint effort of air sport federations, industry, national authorities, and EASA, new dedicated regulations for the Air Operation with balloons and sailplanes have been published following their adoption by the EU Commission. Both regulations are tailored to the respective activity, less complex, more flexible, and proportionate to the low complexity of balloon and sailplane operations. The onerous air operator's approval for commercial operation has been replaced by a declarative system.

Balloons: Air OPS Regulation (EU) 2018/395 was published in March 2018 and will apply from 8 April 2019.

Sailplanes: Air OPS Regulation (EU) 2018/1976 was published in December 2018 and will apply from 9 July 2019.

Flight Crew Licenses for Balloons and Sailplanes (RMT.0654 and RMT.0701): EASA has revised the current FCL requirements for balloons and sailplanes of Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 in order to be better tailored to the balloon and sailplane industry. The related EASA Opinion No 01/2019(B) was published on 19 February 2019.



Examples of the major achievements are:

The light aircraft pilot license (LAPL) for balloons and sailplanes is deleted in order to simplify the overall licensing system. Holders of a BPL (balloon pilot license) or an SPL (sailplane pilot license) who only meet the medical fitness requirements for an LAPL medical certificate are allowed to exercise their BPL or SPL privileges, except for commercial passenger flights, and within the EU territory.



The requirements in the following areas have been adapted to better fit with practical needs:

- recency requirements for balloon and sailplane pilots
- revalidation requirements for flight instructors and examiners
- commercial privileges of BPL and SPL holders
- logbook endorsements for additional sailplane pilot privileges

These revised requirements are proposed to be added as Annex III (Part-BFCL ‘Balloon flight crew licensing’) to the already existing ‘Balloon Regulation’ (Commission Regulation (EU) 2018/395) and as Annex III (Part-SFCL ‘Sailplane flight crew licensing’) to the already existing ‘Sailplane Regulation’ (Commission Implementing Regulation (EU) 2018/1976) in order to have all relevant licensing and operational requirements for balloons and sailplanes in self-standing regulations (which allow for easier access for stakeholders). Part-BFCL and Part-SFCL are envisaged to be applicable from 8 April 2020.

The current FCL requirements that are purely related to balloons and sailplanes are proposed to be deleted from Annex I (Part-FCL).

Simpler, Better and Cheaper Rules for Aircraft Maintenance

Owners of light aircraft can get prepared for the improvements in the rules for maintenance in Part-M Light (ML). These have been voted favourably by the European Member States and are currently undergoing the adoption process by the European Commission, expected to be completed by the end of 2019 at the latest. The key deliverables are:

- Based on the Minimum Inspection Programme (MIP), owners of light aircraft* can write their own maintenance programme.
- There is no need to have the maintenance programme reviewed by your Civil Aviation Authority or by a Continuing Airworthiness Management Organisation (CAMO).
- Any independent EASA-licensed engineer can do the annual inspection.
- Possibility for the pilot / owner to defer defects
- Guidance for Time Between Overhaul (TBO) extensions
- Combined approval (Part-CAO) for small organisations to manage the airworthiness of the aircraft (former CAMO) and do maintenance (replacement of Part-M subpart F) within one approval.

Part-ML simplifies existing maintenance rules, and offers a less prescriptive and burdensome approach to maintenance programmes, airworthiness reviews, defects deferrals and TBO extensions. It also provides more privileges for pilot, owner, independent certifying staff and small maintenance organisations. Be prepared to benefit from the change, the transition measures will also be facilitated!

* Applicable to aeroplanes up to 2730 Kg, other ELA2 aircraft and helicopters up to 4 occupants and 1200 Kg.

A photograph of a propeller aircraft, likely a Cessna, in a hangar. The aircraft is white with a dark propeller and is parked on a polished floor. In the background, other aircraft and hangar equipment are visible. The image is overlaid with a semi-transparent blue gradient.

Simpler Part-66 licenses for GA aircraft mechanics (B2L and L licenses)

The European Commission has adopted Regulation (EU) 2018/1142 under which two new maintenance license categories are introduced for GA. The B2L license can be issued and used from 5 March 2019 onwards. For the new L license, the transition foresees that competent authorities will issue them as of 1 October 2019 and that they will be required as of 1 October 2020.

New B2L avionics license:

- Similar privileges (avionics and electrical systems) as a ‘B2’ license but only for non-complex aircraft
- Less training, examination and experience needed
- Based on systems ratings, regardless of the aircraft category
- The license holder can increase the privileges by adding new system ratings

New L license:

- It is a license for sailplanes, balloons, airships and ELA1 aeroplanes;
- Allows the holder to release CS-STAN repairs and modification, carry out Airworthiness Review and issue the ARC;
- No training required. Examination can be performed anywhere agreed by the authority;

Persons having maintenance privileges under the national systems will be converted to the ‘L’ license and will keep the same privileges.

CS-STAN – Aircraft Repairs and Changes Made Easy

CS-STAN makes changes, repairs and upgrades of and to light aircraft easier, quicker and less costly since there is no approval required. The safety catch for these changes and repairs is the release and involvement of the appropriately licensed mechanic. In some cases, CS-STAN allows the fitting of non-certified equipment to certified aeroplanes.

According to Part-21, the CS-STAN concept is applicable to the following aircraft:

- Aeroplanes of 5 700 kg Maximum Take-Off Mass (MTOM) or less,
- Rotorcraft of 3 175 kg MTOM or less,
- Sailplanes, powered sailplanes, balloons and airships as defined in ELA1 or ELA2.

The ultimate goal is to support the operation of the affected aircraft in Europe, reducing the regulatory burden for the embodiment of simple changes and repairs in certain aircraft when fulfilling the acceptable methods, and promoting safety. The overall content of the CS-STAN has almost doubled since its 1st issue.

EASA is committed in the development of new standard changes and standard repairs and on improvement of existing ones. The first issue of CS-STAN has been published in July 2015, the second issue followed in March 2017 and the third issue is being finalised. The number of applications for minor changes to the Agency has dropped significantly after the introduction of CS-STAN.

CS-STAN will regularly be amended and expanded on the basis of lessons learnt and proposals submitted by stakeholders, as well as industry technological innovations which can bring safety benefits in a cost-efficient manner.

Making Design and Manufacturing Easier – Simplified Entry Levels for Small Low Risk Aircraft

We intend to drastically simplify the airworthiness system for the low end of GA with small aircraft and low risk operation by developing simplified entry levels into the EASA system. The basic principle is to apply a risk based approach, minimise the administrative burden for organisations and focus on the aircraft and parts instead. This will require a cultural change from both manufacturers and authorities to work as one team to achieve an acceptably safe product.

The New Basic Regulation paved the way by allowing for more flexibility related to General Aviation. Based on this revision, the concept for a drastically simplified airworthiness system will be developed in cooperation with our stakeholders.





EASA Administrative Validation of the FAA Basic STCs

EASA implemented an administrative process for validation of FAA STCs classified as Basic, for single serial number aircraft, applied for by the CAMO (Continuing Airworthiness Management Organisation) or the aircraft owner/operator.

This is a simplification of the EASA validation process for those specific cases where the US STC (Supplemental Type Certificate) Holder of an FAA STC classified as Basic is unwilling or unable (orphaned STC) to apply for EASA validation. This new approach foresees that an application can be made by the owner/operator of the aircraft and that the validation will be limited to a single specific serial number.

The application form can be found at the following location:

<http://www.easa.europa.eu/document-library/application-forms#certification>

For any queries regarding this process please check our FAQ (<https://www.easa.europa.eu/the-agency/faqs/general-aviation#category-validation-of-faa-stcs-classified-as-basic-and-limited-to-one-serial-number>) or use the mailbox: GADadmin@easa.europa.eu

EASA GA Safety Award

As part of its on-going commitment to GA, EASA will launch the EASA GA Safety Award – a contest for awarding the most safety-beneficial smartphone / tablet application ('App') for use by GA pilots. 15,000 € prize money are to be awarded at AERO 2020 as follows:

1st Prize: 8,000 €

2nd Prize: 5,000 €

3rd Prize: 2,000 €

The App must address one or more of the four major safety concerns identified in the European Plan for Aviation Safety (EPAS): staying in control, managing the flight, preventing mid-air collisions and coping with weather.

More details, such as rules of contest and timelines, will soon be communicated on EASA's social media channels. Stay tuned and participate!





A New Approach to Safety Promotion

In the coming months EASA will formally launch **Safety Together!** This new approach to Safety Promotion will involve EASA working in partnership with the whole aviation community to develop monthly content covering a range of important Safety Topics. There will be a new web portal collating all of this useful information. We will be using videos and of course Sunny Swift to make things as interesting as possible. Expect to see **Safety Together!** making much more use of Social Media as well.

Join the EASA GA Community!

easa.europa.eu/ga



The GA road map continues to deliver in accordance with the plan. But we won't stop the work here. Many new issues are emerging on a daily basis, and we want to tackle them all. We keep up with all the technological, operational and other developments to maintain a high level of safety while supporting the GA sector as best as we can with flexible, proportionate and performance-based rules. This approach will also be at the core of the revised EASA Basic Regulation - the future European aviation safety regulatory system.



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