



# EASA

European Aviation Safety Agency



# GA ROADMAP:

2018  
UPDATE

MOVING TOWARDS  
IMPLEMENTATION

# Moving Towards Implementation

## Practical results of the GA strategy and next steps

You may be aware of the vision and commitments that EASA established a few years ago. They were about better and lighter regulation for General Aviation, something that was urgently needed after the initial regulations imposed too much ‘red tape’ on the GA community. Well, in the meantime, a lot has happened! Discover in this leaflet the good progress of the GA roadmap activities and learn more about the changes which already have been implemented and those to come. But firstly, let’s do a quick recap and look at the fundamentals:

## 6 GA strategic principles

- One size does not fit all
- Use rules when it is the only or best way to reach the safety objectives
- Adopt a risk-based approach
- Protect ‘what shows to work well’ unless there are demonstrable and statistically significant safety reasons against doing so
- Apply EU smart regulation principles; and
- Make the best use of available resources and expertise

## 6 GA key objectives

- Facilitate access to IFR Flying
- Allow the training of private pilot outside Approved Training Organisations (DTO concept)
- Simplify and reduce the costs related to the maintenance of your aircraft (Part-M Light, Part CAO)
- Allow and promote the introduction of new technology (or the Standard Changes and Repairs Process)
- Simpler certification process
- Develop the use of Industry Standards (or CS-23 reorganisation)

After developing the GA strategy and GA Roadmap, the past 3 years were already dedicated to action. In the effort to relieve the GA segment of unnecessary regulatory burden, and in taking a proportionate and risk-based approach to rules, we can now present a number of tangible results.

# Making life easier for flying schools

## Private pilot training/A Training Organisation for recreational or non-commercial licences only

The new Part-DTO (Declared Training Organisation) is granting significant alleviations for the GA training domain.

- This training organisation is able to train for recreational or non-commercial licences only\*
- Focus is on safety awareness within the training structure
- Only the essential elements in the rule itself are kept with regard to organisational and authority requirements
- Oversight activities should take into account factors such as safety performance, results of hazard identification and risk assessments conducted by the training organisation

The requirements applicable to Approved Training Organisations (ATO) were found too demanding for small GA training providers mainly run by private flying clubs or even private individuals. EASA has taken these concerns on board and has developed new rules to make life easier for training organisations in GA. In accordance with the new Part-DTO (DTO = declared training organisation), training providers for Light Aircraft Pilot Licence (LAPL) and Private Pilot Licence (PPL) will no longer need to seek prior approval of their training organisations. Instead of this, they will just need to declare the establishment of the training organisation to the competent authority. Operations manuals and training manuals, as known from approved training organisations (ATOs), will not be needed.

\* including light aircraft pilot licence (LAPL), private pilot licence (PPL), sailplane pilot licence (SPL), and balloon pilot licence (BPL), as well as the associated ratings, certificates and privileges



## Easier access to IFR flight

Easier access of General Aviation pilots to Instrument Flying Rules (IFR) flying is considered as a high priority measure that will improve safety and utility of GA flying. The NPA 2016-14 was published in November 2016 and proposes the introduction of a 'Basic Instrument Rating (BIR)', which is a qualification to fly in Instrument Flight Rules (IFR), but based on more proportionate requirements when compared to the traditional instrument rating. The BIR is tailored to the need of GA pilots. EASA is aiming for a modular – less prescriptive - training for GA pilots.

We plan to publish the Opinion before the end of 2018

# Operations for Balloons and Sailplanes

Air operations with balloons and sailplanes, commercial and non-commercial, were initially addressed by the Air OPS Regulation (Regulation (EU) No 965/2012). Affected stakeholders reached out to EASA highlighting the complexity of the regulatory framework. Consequently, EASA, with support of external experts, developed simpler and proportionate, stand-alone regulations for operations with balloons or sailplanes.

As regards balloons, Regulation (EU) 2018/395, has been published in March 2018 and has to be applied on 8 April 2019. One major simplification is that for commercial passenger ballooning the air operator certificate (AOC), to be issued by the national authority, has been replaced by a declaration, to be provided by the operator. You will find the rules also in an easier-to-access format on our website - the Balloon Rulebook.

The draft Regulation on air operations with sailplanes has been finalised by EASA in August 2017 by publishing its Opinion, and is currently undergoing the adoption process. Here, one major envisaged simplification is that there are no longer additional rules for commercial operations, except for the requirement to provide a declaration.





## One single set of rules for Specialised Operations (SPO) in Europe

On 21 April 2017, European rules addressing aerial work or so-called specialised operations with aeroplanes and helicopters will come into effect in all 32 EASA states (28 EU Member States plus Iceland, Lichtenstein Norway and Switzerland).

Specialised operations (SPO) means any operation other than commercial air transport (CAT) where the aircraft is used for specialised activities such as: agriculture, construction, photography, surveying, observation and patrol, aerial advertisement, etc.

Part-SPO applies to all commercial specialised air operations with aeroplanes and helicopters with complex and non-complex aircraft. It also applies to non-commercial specialised air operations with complex aeroplanes and complex helicopters.

For most specialised operations there is no need for a prior approval from the competent authority. Instead the operator only needs to declare its activity to the competent authority in the Member State in which they have their principal place of business. After declaring the activity, the SPO operator can immediately start operation. A prior authorisation from the competent authority is only foreseen for some high-risk commercial specialised operations. Member States will have to provide an information on which specialised operations are considered to be high-risk, thus requiring an authorisation.

# Part-M Light – simpler, better and cheaper rules for aircraft maintenance!

Owners of light aircraft can get prepared for the improvements – Part-M Light in its full extent (Phase 1 and 2) has already been voted favourably by the European Member States and is currently undergoing the adoption process by the European Commission, expected to be completed by the beginning of 2019 at the latest.

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 (former CAMO) and do maintenance (replacement of Part-M subpart F) within one approval.

Part-M Light 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 mechanics and small maintenance organisations. This means that you may want to do some preparatory work in order to fully be able to benefit from the change right from the start!

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

# CS-STAN – aircraft repairs and changes made easy

With ED Decision 2017/014/R, the Agency issued the second issue of standard changes and repairs (CS-STAN), reducing maintenance and operating costs for 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.

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. The number of applications for minor changes to the Agency has dropped significantly when CS-STAN was published.

Issue 2 of CS-STAN:

- provides additional explanations on the use of CS-STAN,
- introduces 13 new standard changes and updates 7 existing standard changes,
- introduces 2 standard repairs and updates 1 existing standard repair.

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 as a result of this NPA.

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

# Industry Standards – the re-organisation of CS-23

The objective of this reorganisation of CS-23/Part 23 can be seen in two steps. First of all to change the structure of CS-23/Part 23 by:

- Separating the design aspects from the safety intent in the rules.
- Consolidating the existing design specific requirements in new industry consensus standards.
- Re-writing the safety objectives in a new CS-23/Part 23.

In the second step, new technologies can be introduced in the new industry consensus standards. Of course, these new technologies do need to meet the safety objectives. A very important aspect of this reorganisation is that the new safety objective rules allow proportionality with the risks and differentiate in safety levels. The aim is to acknowledge that risks and safety levels for a basic two-seat aeroplane are not the same as for, i.e., a 19 passenger turbine powered aeroplane.

## Where we are today.

The FAA published their reorganisation of Part 23 (Amendment 64) late 2016, followed by EASA who published the reorganised CS-23 (Amendment 5) in the first quarter of 2017. EASA was the first to publish the supporting Acceptable Means of Compliance (AMC) in December 2017. These AMC contain consensus standards that are developed in coordination with authorities and industry. Today, a number of projects have started to use the new concept for certification. The objective high level rules have clearly opened the door for the certification of innovative products.

\* The new CS-23 will cover the current CS-23 scope and that of CS-VLA simple two-seater aeroplanes

# 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 and to use qualified entities\* and associations for oversight or practically combine organisational approvals, while relying on industry standards endorsed by EASA.

For these changes to happen, more flexibility for GA needs to be allowed in the EASA Basic Regulation. This should happen in 2018!

Further to this revision, the concept for a drastically simplified airworthiness system will be developed in cooperation with our stakeholders.

\* i.e. Training Organisations, Operators



# Recently introduced: **EASA administrative validation of the FAA Basic STCs**

This is a simplification of the EASA validation process for those specific cases where the US STC (Supplemental Type Certificate) Holder of a 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. 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.

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 use the mailbox below:

[GADadmin@easa.europa.eu](mailto:GADadmin@easa.europa.eu)



<sup>1</sup> STC stands for Supplemental Type Certificate

<sup>2</sup> CAMO stands for Continuing Airworthiness Management Organisation

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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