



GA ROADMAP 2.0
MAKING GA SAFER
AND CHEAPER

GA ROADMAP UPDATE 2020

Dear GA community,

The Coronavirus has challenged us like nothing else we have seen in many of our lifetimes. We had hoped that we could all meet at AERO in Friedrichshafen but sadly this is not possible.

Still we wanted to provide you all with an update on the EASA General Aviation Roadmap and other important activities. Keep updated with things on the EASA website and join the discussion in our [GA Community Site](#).

We look forward to seeing you at AERO in 2021.

The EASA GA team



THE STRATEGIC PRIORITIES OF GA ROADMAP 2.0



The GA Roadmap 2.0 – the second phase of the GA roadmap – contains important strategic priorities that will help to ensure a safe and sustainable future for GA in Europe.

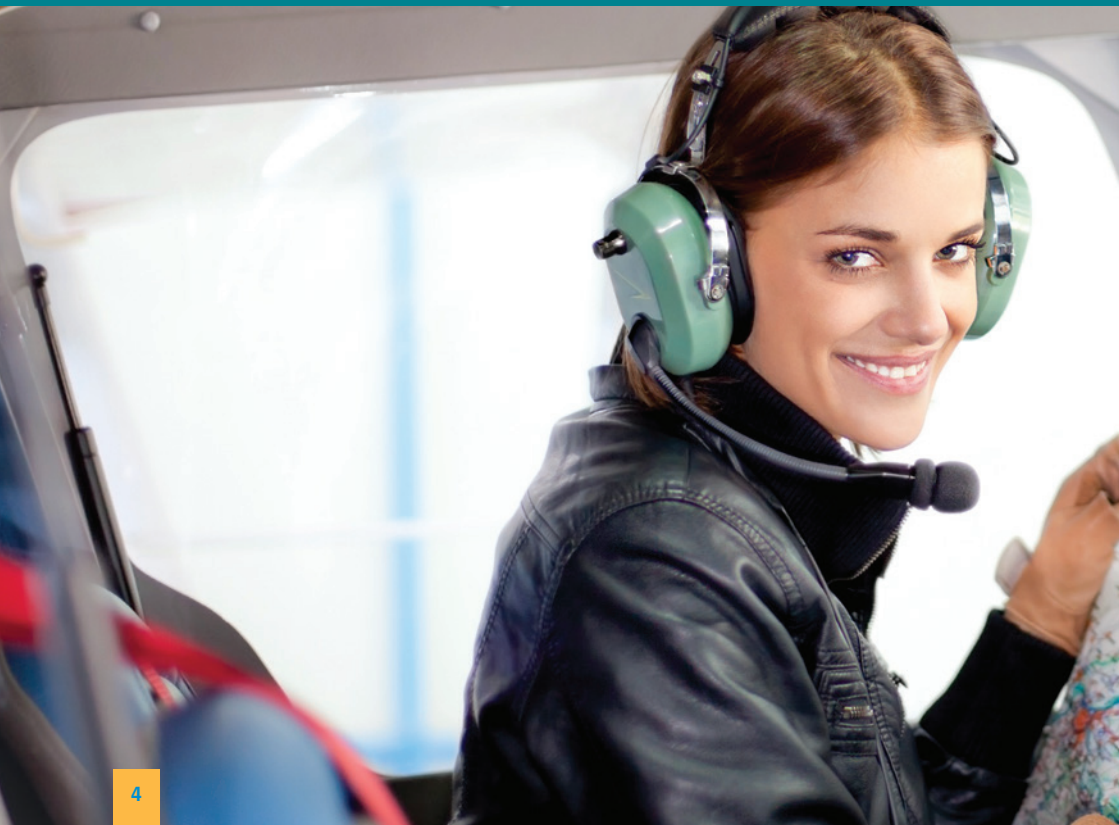
Six GA Strategic Priorities

- **A continuing priority for General Aviation:** GA will remain high priority for EASA. The Agency will provide progress information at the EASA Safety Conference on General Aviation which takes place every 4 years – the next one is due in 2022;
- **Net Safety Benefit:** EASA will establish a policy on the net safety benefit approach that enables some flexibility in the introduction of new safety technologies in General Aviation;
- **Embracing new business models:** EASA will adapt its regulatory requirements to facilitate the introduction of new business models;
- **Adapt design and production rules:** EASA will use the provisions of its new Basic Regulation to simplify Part 21 requirements for the design and production of General Aviation;
- **GA goes digital:** EASA will coordinate the development of innovative technical solutions that will provide cockpit-accessible real-time aeronautical and flight data;
- **Share General Aviation Safety Culture:** EASA is extending its existing General Aviation community platform to include Safety Promotion material.

THE SUCCESSES OF EASA'S GENERAL AVIATION ROADMAP SO FAR

In the year since the GA Roadmap 2.0 was released, we have already recorded several key achievements:

- The VFR into IMC project involving 12 GA pilots taking part in flight simulator sessions has resulted in interesting and engaging Safety Promotion material.
- New Safety Promotion strategy developed under the banner of “Together4Safety” - The Sunny Swift series continues to provide monthly information on important GA safety issues in 24 languages.



Previous Achievements

- GA pilot training streamlined
- Balloon and sailplane specific operating rules were simplified and issued
- Adoption of CS-STAN simplifying changes and repairs to GA aircraft
- Simpler rules for the operation of non-commercial aircraft
- EASA Basic Regulation adopted to provide a new level of flexibility in Rulemaking

Many other activities of the GA Roadmap are under development and will be implemented in the coming year. Owners of light aircraft can now benefit from Part-ML (Part-M light) improvements to the maintenance rules. Part-ML was adopted by the European Commission in 2019 and is applicable as of 24 March 2020. Other activities include simplified rules on IFR flying and a more pro-active approach to Safety Promotion for the GA Community.



PART-DTO

IMPLEMENTATION CONTINUES

The new Annex VIII (Part-DTO) to Regulation (EU) No. 1178/2011, published and in force from late 2018, introduced a new training-organisation category exclusively for non-commercial licenses – known as Declared Training Organisation (DTO). With numerous significant improvements compared to the regulatory framework for ATOs, the GA-tailored Part-DTO represents a milestone in the quest for simpler, lighter and better private-pilot training.

Part-DTO is applicable for non-commercial licence training in accordance with both Part-FCL and the new Part-BFCL and Part-SFCL (see below).





EASIER ACCESS TO IFR FLYING (BASIC INSTRUMENT RATING)

Easier access for GA pilots to Instrument Flying Rules (IFR) flying is a high-priority measure that will improve the safety and utility of GA flying. EASA has proposed the Basic Instrument Rating (BIR) EASA Opinion No. 01/2019(A) that resulted in an amendment to Regulation (EU) No. 1178/2011 published on 4 March 2020. The new BIR requirements will apply as of September 2021 and introduce 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 competency-based training requirements in the BIR are tailored-made to the needs of GA pilots.

OPERATIONAL AND FLIGHT CREW LICENSING REQUIREMENTS FOR BALLOONS AND SAILPLANES

In order to simplify operational and licensing requirements for balloons and sailplanes, EASA decided to remove these requirements from the more complex regulatory framework of Regulation (EU) No 965/2012 and Regulation (EU) No 1178/2011, and to establish stand-alone regulations exclusively for balloons and sailplanes.

Air sport federations, industry, and national authorities supported EASA in developing the rules, resulting in the new regulations on air operations for balloons (Regulation (EU) 2018/395, in force from 8 April 2019) and sailplanes (Regulation (EU) 2018/1976, in force from 9 July 2019). In 2020, both of these regulations have been amended to include revised flight crew licensing requirements for balloons (Part-BFCL) and sailplanes (Part-SFCL). Published on 4 March 2020, Part-BFCL and Part-SFCL will be applicable from 8 April 2020¹.

Both regulations, including applicable operational and flight crew licensing requirements, are less complex, more flexible, and proportionate to the lower complexity required for the operation and training for balloons and sailplanes. For example, the onerous air operator approval for commercial operations was replaced by a declarative system. As regards flight crew licensing, the light-aircraft pilot licence (LAPL) for balloons and sailplanes was deleted. This change simplifies the overall licensing system allowing BPL and SPL holders to hold an LAPL medical certificate for non-commercial flights among a number of achieved improvements.

¹ In the context of the COVID-19 outbreak, some Member States are using the flexibility provisions of Regulation (EU) 2018/1139 to adapt some of the transitional provisions, in order to have more time for the implementation of Part-BFCL and Part-SFCL under the current circumstances. For further information please contact the competent authority of the particular Member State.





SIMPLER, BETTER AND CHEAPER RULES FOR AIRCRAFT MAINTENANCE

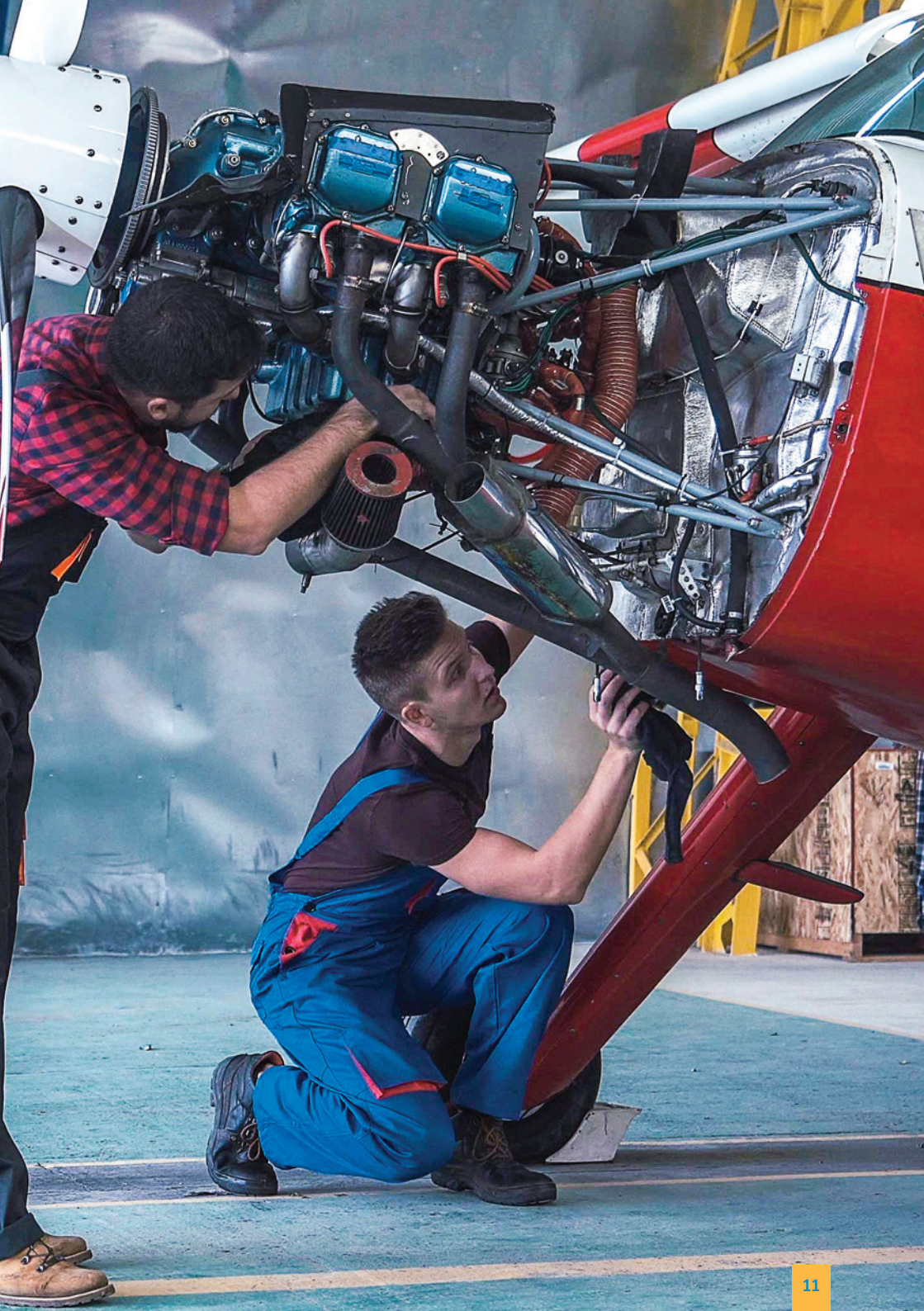
Owners of light aircraft² can now benefit from Part M Light (Part-ML), containing improvements to the maintenance rules. Part-ML was adopted in February 2020 by the European Commission under Regulation (EU) No. 2020/270 and is applicable as of 24 March 2020. The key deliverables are:

- Based on the Minimum Inspection Programme (MIP), owners of light aircraft can establish 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;
- A possibility for the pilot / owner to defer defects;
- A possibility of a combined approval (Part-CAO) for small organisations to manage the airworthiness of non-complex aircraft and do maintenance within one approval.

Part-ML simplifies existing maintenance rules, and offers a less prescriptive and burdensome approach to maintenance programmes, airworthiness reviews, defect deferments and TBO extensions. It also provides more privileges for the pilot, owner, independent certifying staff and, together with Part-CAO, more privileges for small continuing-airworthiness organisations.

² Applicable to aeroplanes up to 2730 kg, other ELA2 (European Light Aircraft) aircraft and helicopters up to 4 occupants, including the pilot, with an MTOM (Maximum Take-Off Mass) up to 1200 kg.





SIMPLER PART-66 LICENCES FOR GA AIRCRAFT MECHANICS (B2L AND L LICENCES)

Regulation (EU) No. 2018/1142 introduces two new GA maintenance-licence categories: 'B2L' and 'L'.

NAAAs have been able to issue 'B2L' licences since 5 March 2019 and these have also been valid for use since that date. During the transition period for the 'L' licence, competent authorities may issue 'L' licences as of 1 October 2019, and they will be mandatory as of 1 October 2020.

'B2L' avionics licence features:

- Similar privileges (avionics and electrical systems) to a 'B2' licence 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

'L' licence features:

- It is a license for sailplanes, balloons, airships and ELA1 aeroplanes;
- Allows the holder to release CS-STAN repairs and modification, carry out Airworthiness Reviews and issue the ARC;
- No training is required. An examination can be performed anywhere in agreement with the authority;

Those with maintenance privileges under the national systems will have those privileges converted to the 'L' licence and will retain the same privileges.

CS-STAN – AIRCRAFT REPAIRS AND CHANGES MADE EASY

The Certification Specifications (CS-STAN) make standard changes, repairs and upgrades to light aircraft easier, faster and less costly as there is no approval required. This can only be possible where standard changes and repairs are checked and released by an 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 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 when making simple changes and repairs in certain aircraft, while fulfilling the acceptable methods and promoting safety.

EASA is committed to developing new standard changes and standard repairs and to improving existing requirements. The first issue of CS-STAN was published in July 2015, the second issue followed in March 2017 and the third issue published in April 2019.

The overall content of CS-STAN has significantly increased in recent years and there are currently 47 standard changes and 4 standard repairs covering several domains. The number of applications for minor changes/repairs submitted to the Agency has dropped significantly following the introduction of CS-STAN.

On the basis of lessons learned, proposals submitted by stakeholders, and technological innovations that deliver cost-efficient safety benefits, CS-STAN will be regularly amended and expanded.

MAKING DESIGN AND MANUFACTURING – SIMPLIFIED ENTRY LEVELS FOR SMALL LOW- RISK AIRCRAFT – ‘PART 21 LIGHT’

Today, the design and production of these GA aircraft is mostly subject to the same regulatory requirements ([‘Part 21’](#)) as large commercially-operated aircraft.

The EASA regulatory system for design and manufacturing is currently perceived as being too complex for the lower end of GA, which results in a barrier for manufacturers wishing to enter in the wider European market.

To address this issue, EASA intends to simplify the airworthiness regulatory system, covering small aircraft and low risk operations, by developing simplified entry levels into the EASA system, which will be known as ‘Part 21 Light’.

EASA is committed to proposing a new regulatory framework that fully corresponds with and is proportionate to the nature, risk and needs of sports and recreational aircraft stakeholders, while ensuring appropriate levels of safety.

The revised Basic Regulation has paved the way by allowing for more flexibility in regulations addressing General Aviation. Based on this revision, the concept of a drastically simplified airworthiness system will be developed in cooperation with our Stakeholders.

The Agency will consider recognising common standards (not regulations) as a basis for certifying aircraft. This change will take into account industry experience and allow for the introduction of new technologies. With the correct mix of authority involvement and the appropriate mind set, it will be possible to create a system that all European Member States can support.

Detailed information on this development is available on a dedicated [EASA Part 21 Light webpage](#).



EASA ADMINISTRATIVE VALIDATION OF THE FAA BASIC STCs

EASA implemented an administrative process for validating FAA STCs (Supplemental Type Certificate) 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 holder of an FAA STC classified as Basic is unwilling or unable (orphaned STC) to apply for EASA validation. This new approach allows for an application to be made by the owner/operator of the aircraft where the validation will be limited to a single specific serial number.

The application process can be found on the dedicated page on the [EASA Website](#)

When you have questions about this process, please check our [FAQ](#) or contact GADadmin@easa.europa.eu.

More than a hundred applications per year have been reviewed and approved since the implementation of this process in 2017.

EASA aims to extend the scope of this process to rotorcraft (MTOM \leq 3 175 kg and limited to 4 seats, including pilot).

WINNERS OF THE EASA GA SAFETY AWARD

At AERO 2019, EASA launched the first GA Safety Award to recognise and award prizes to the most safety-beneficial smartphone/tablet application for use by GA pilots.

The GA Safety Award aims to promote development of reliable tools to improve safety, encourage investment in this area, support and enhance visibility of valuable products, and further enhance the General Aviation community's engagement to safety.

Apps submitted were required to 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.

We are pleased to announce the winners as follows:

1st Prize of 8,000 € - Sebastien Chaumontet for his **Open Glider Network (OGN)** project. OGN provides a unified tracking platform for gliders, GA aircraft, paragliders, drones and other small airborne objects. The OGN platform helps to reduce mid-air collision risks by connecting information from a range of *iConspicuity* devices. It also enables easier provision of weather information directly into the cockpit to help pilots to cope with changing conditions.

2nd Prize of 5,000 € - **EasyVFR 4** is a complete solution for flight preparation, route planning, and flight navigation. EasyVFR 4 helps pilots to manage the flight and reduce the risk of mid-air collisions through the provision of planning tools that also enable the identification of different types of airspace and links to relevant NOTAMs. It also provides weather graphics on the display in the cockpit.

3rd Prize of 2,000 € - **Flytool** offers a Safety Management solution for the GA Community that supports the management of the flight and also reduces general risks across all accident categories. It does this by providing a simple and easy occurrence reporting function that allows club managers to review occurrences and share lessons learned with the pilot community. It also provides other functions such as an electronic logbook and licensing reminders.



In addition, a *special recognition award* was given to **Oscar Yankee APS** for their Wings Toolbox. This App was developed in a short period of time and already shows considerable promise to support improvements in aviation safety. It provides features such as standby instruments in the event of a major technical failure, airfield and location information to help with situational awareness and helps pilots cope with weather by providing a “Personal Barometer” function. It also provides all Sunny Swift stories to the user.

Visit the [EASA GA Community Site](#) for more information on the winners, some other contestants and other tools and applications.

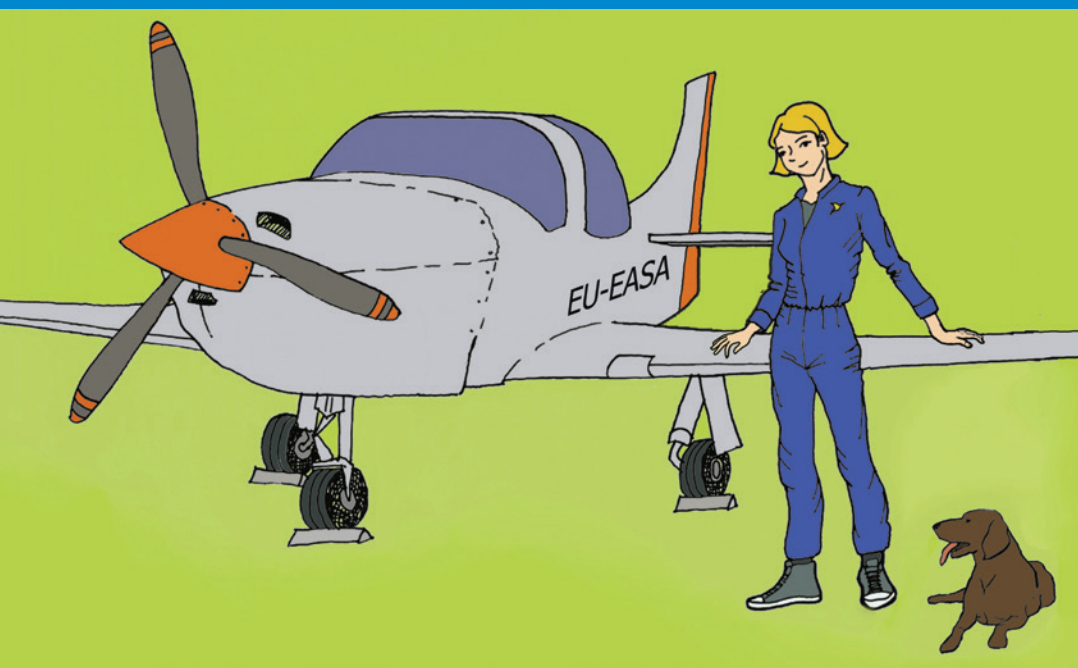
“TOGETHER4SAFETY”

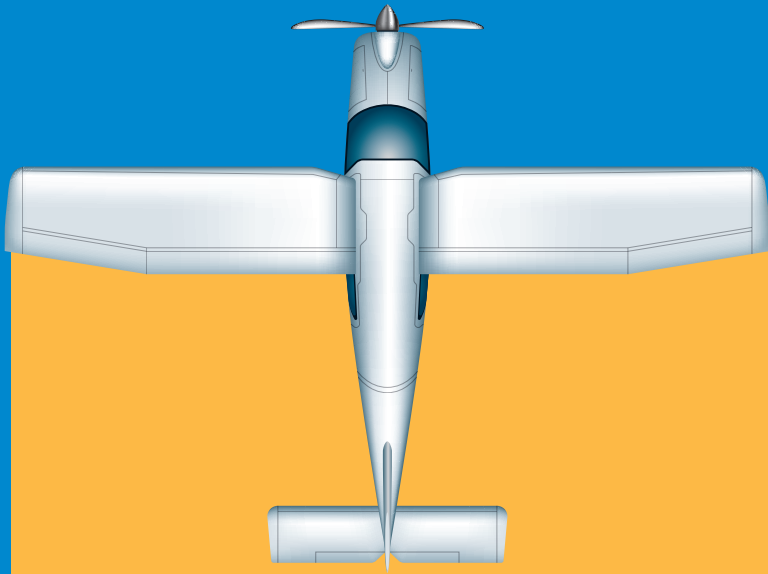
SAFETY PROMOTION: MAKING SENSE OF SAFETY

While information is freely available via smart phones and other devices, and users can choose to be connected 24/7, it is still difficult to know where to find the latest, correct information on a particular GA subject or safety topic. In a collaborative initiative with the GA Community website, the new “Together4Safety” Safety Promotion portal will be launched to better match and meet your requirements for information delivered in new and interesting formats.

Through the [GA Community website](#), the [EASA website](#) and our social media channels we will keep you updated on the latest rulemaking changes and important safety issues. You can also sign up for email newsletters and much more. In 2019, Together4Safety hosted its first practical Safety Promotion event, which involved 12 GA pilots learning more about the challenges of flying in IMC conditions. For 2020, a major activity on preventing loss of control is planned, with some changes to reflect the current situation regarding COVID-19 – stay tuned for the latest information.

The [website](#) is also the best place to stay in touch with all the latest updates from Sunny Swift. You can find all the cartoons that have been created over the past 2 years and every issue is available in all EU languages.





European Union Aviation Safety Agency

Postal address

Postfach 101253
50452 Cologne

Visiting address

Konrad-Adenauer-Ufer 3
50668 Cologne
Germany

Tel. +49 221 89990-000

Web www.easa.europa.eu/ga

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