

Specific issues to address, subject to revision after Member States and stakeholders have presented their priority lists as requested under actions 1, 5 and 6 of the General Aviation Safety Strategy.

Basic Regulation

Subject	Specific issues	Start of drafting	Commission proposal Estimate
Definition "commercial"	- Change definition or interpretation to exclude activities such as A-A flights, paradrop, club activities...		

Airworthiness

Subject	Specific issues	NPA Estimate	Comitology estimate
The General Aviation Task force	EASA is reviewing the applicable rules for Airworthiness in the area of GA due to demand from the State holders, the task force was created. This task force is consistent with the recommendations in the European General Aviation Safety Strategy paper. A Workshop held on the 6 November with regard to the GA Task Force and related NPA.	NPA published in October 2012	Opinion planned for Q4 2013
CS for Standard Changes and Repairs	The NPA contains a reduced number of standard changes and repairs, a second NPA with additional standard changes and repairs is been considered.	NPA planned for Q2 2013	EASA Decision 2015
TBO limits	CRD is delayed for this task, this will not have an effect on the Decision	NPA published Q3	EASA

	delivery date for 2013.	2011	Decision 2013
B2L and L licence for Part 66 aircraft maintenance licence holders	B2L licence (avionics) L Licence (mechanics), there was a workshop on the 6 th of November to address the comments and explain the content with regard to the new licences. A Workshop held on the 6 November with regard to the new licences and related NPAs.	NPA Published Q4 2012 for both licences	Opinion planned for Q3 2014
Incorporation of Standard Special Conditions in CS-23 and harmonisation with FAR-23	The objective of this task is to create a level playing field	NPA planned for Q1 2013	Decision planned for Q2 2014
Part 23/CS23 Reorganisation	Develop a set of accepted design standards for the certification of GA aircraft, from the lower part (LSA) to the upper part (commuter)	Start date for the task is Q3 2013	Decision planned for Q2 2016

FCL

Subject	Specific issues	NPA Estimate	Comitology estimate
Development of more proportionate requirements for instrument ratings and operation of sailplanes in clouds	<ul style="list-style-type: none"> - Affordability of instrument rating - Focus contents on training relevant to flying an aircraft in instrument meteorological conditions - provide certain credits for prior experience and third country IR holders 	CRD published Q4/2012	Opinion planned for Q2/2013
Development of more proportionate AMC/GM for non-complex ATOs	<ul style="list-style-type: none"> - Provide further guidance to small non-complex ATOs on content and structure for a standardised training manual - Enhance proportionality of management system provisions and 		Decision planned for Q4/2013

	provide further guidance		
Development of new ratings for LAPL and PPL holders	<ul style="list-style-type: none"> - Develop requirements for an extension of the LAPL holder privileges in order to allow operating a seaplane - Develop a mountain rating for helicopter pilots 		Opinion planned for Q2/2015
Acceptance of flight time on Annex II aircraft for Part-FCL licences	<ul style="list-style-type: none"> - Introduce some guidance and review the requirements to allow crediting for flight time on Annex II aircraft of the same type or class towards Part-FCL requirements - Clarify in how far Annex II aircraft might be used for training towards certain Part-FCL licences or ratings 		Opinion planned for Q3/2014 Opinion planned for Q2/2014 (RMT.0412)
Extension of competency based training to all licences and ratings	- Review of Part-FCL in order to address the principles of competency based training also for the CPL, PPL and as well for the LAPL		Opinion planned for Q3/2017

OPS

Subject	Specific issues	NPA Estimate	Comitology estimate
On-going comitology process on published opinions			

Airspace User Requirements

Subject	Specific issues	NPA Estimate	Comitology estimate
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ATM

Subject	Specific issues	NPA Estimate	Comitology estimate
SESAR equipage requirements	<ul style="list-style-type: none">- Consider affordability- Consider airspace access facilitation for non-equipped aircraft		

Non-regulatory

Subject	Specific issues	Start
European GA Safety Team	<ul style="list-style-type: none">• Increase visibility of best practices• Workplan 2013: actions and communication.•	On-going
Data collection	<ul style="list-style-type: none">• EASA to establish contact with FAA to access US statistics and analysis to• Discuss the possibility to organise sample data collection in the EU to gain better understanding of actual accident rates	2013 2013