EASA

Airworthiness Panel Discussion

Why is it so difficult??

Jan Fridrich
LAMA EUROPE Chairman, LAA ČR Foreign Affairs, Industry and Internal Audit

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LAMA EUROPE

• non-profit manufacturers association

• founded in 2011

• currently 11 members + 4 supporters

• main task is to lobby for simple and affordable regulation on EU level

• cooperation/coordination with other organisations – GAMA, LAMA, EAS, AOPA etc.

• Member of SSCC, GA SSCC, D&M SSCC
Increase of sales in 1970-1980 would mean sales of 50 000 to 100 000 aircraft per year!

Decrease of sales in eighties was connected with the Liability law in the USA.

Cessna stopped to manufacture single piston engine aircraft

Source: Jaroslav Dostal, GAMA & personal research
LSA STATISTICS – US MARKET

LSA rules effective from April 2005

As of 1st January 2014 data:

- 100 airplanes certified as SLSA (factory build)
- 5 new airplane types added in 2012
- 2 new airplane types added in 2013

Manufactured by 75 companies
- 2587 planes registered
LSA Statistics – US market

Registered 3-axis control S-LSA as of 1-st January 2014 by country of origin

COUNTRY; No of Aircraft; % of Market

- USA; 992; 38%
- CZECH REPUBLIC; 582; 22%
- GERMANY; 496; 19%
- INDIA; 5; 0%
- BRAZIL; 21; 1%
- SOUTH AFRICA; 4; 0%
- AUSTRALIA; 106; 4%
- COLUMBIA; 1; 0%
- INDIA/USA; 25; 1%
- UKRAINE/USA; 27; 1%
- SLOVENIA; 18; 1%
- SPAIN; 1; 0%
- POLAND; 29; 1%
- RUSSIA; 1; 0%
- SLOVAKIA; 85; 3%
- ROMANIA; 6; 0%
- ITALY; 188; 7%

GAMA Statistics

GAMA Shipment Piston Aircraft versus SLSA FAA registrations 2005 - 2013

Source: GAMA and personal research
EUROPEAN LSA STATISTICS

Difficult to get, due the fact that there is no common European registry.

So far 3 EASA RTC airplanes

Estimated sales April 2012-2014:

50 to 80 airplanes

NO NEW RTC ISSUED BY EASA SINCE APRIL 2012!!!
CASE STUDY – RTC Certification cost

Cost of certification:
ULL = 80 000 EURO

US LSA = 100 000 EURO (acceptation)

RTC = > 250 000 EURO + cost of getting DOA, POA

Note: Certification cost does not include development costs.
CASE STUDY – RTC Certification cost

Cost of certification of RTC = 250 000 EURO + cost of getting DOA, POA

= 250 000 + (93 000 up to 260 000) =

343 000 up to 510 000 EURO

If the cost of US LSA certification = 100 000 EURO

then

the Delta between LSA and RTC is

243 000 up to 410 000 EURO
CASE STUDY - SUMMARY

The significant difference in Initial Airworthiness Cost between LSA and RTC is caused mostly by the cost of getting DOA and POA under EASA system.

Yearly running cost of EASA RTC system is also significantly higher than US LSA system.

This is just example why the EU LSA system is not working as it is desirable.
CONCLUSION

• The problems are not in Initial Airworthiness.
• Need for complete LSA system – ASAP!!
• Keep it simple!
• Ensure Harmonization with FAA as much as possible.
• Burden for Certification and Production of LSA should not be excessive higher than for Microlight in CZ, GER, (UK).
• Safety level should be not less than in these countries.
• Project should not at all affect current Annex II Microlight aircraft
CONCLUSION

• We had many initiatives in past and also recently.
• Our problem is how do we make them to happen!
• We are ready to help EASA, but please, do it right this time!
THANK YOU!

I just hope that we will not end up as the pilot on the picture..

For more info contact LAMA EUROPE info@lamaeurope.com