“Europe’s approach on GA Airworthiness: Challenges & Solutions”

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Europe’s approach on GA Airworthiness: Challenges & Solutions

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EASA Regulatory framework

BR/Essential Requirements

IR

CS

AMC

GM

EP & Council

EC

Agency

Binding

Non-Binding

16/04/2014

Europe’s approach on GA Airworthiness: Challenges & Solutions
ADR: Aerodromes
ATCO: licensing and medical certification of air traffic controllers
AUR: common airspace usage requirements and operating procedures
SERA: Standardised European Rules of the Air
GA Roadmap Airworthiness issues

- Processes for changes and repairs
- Operational suitability data, MELs and defect management in GA
- Proportionate initial airworthiness procedures
- A definitive and unequivocal list of major modifications and repairs
- Guidance for the use of foreign repair stations which do not have EASA approval
- Guidance for owner-produced parts
- Streamlining validation of foreign STCs by EASA
Challenges:

Minor changes and repairs are critical to keeping the GA fleet safe and active, but GA in Europe is plagued by overly burdensome process and high costs.
Part 21.A.90B Standard Changes

Standard changes are changes to a type design

- that follow design data included in certification specifications issued by the Agency,
- containing acceptable methods, techniques and practices for carrying out and identifying standard changes, including the associated instructions for continuing airworthiness; and
- that are not in conflict with TC holders data.
Rulemaking Task MDM.048 „Standard Changes and Repairs“

- The objective was to have a document similar to the FAA AC43-13.
- Several internal attempts in the last 2 years
- Final proposal uses accepted standards like AC 43-13 and uses Part-66 staff to assess and release changes and repairs.
CERTIFICATION SPECIFICATIONS FOR STANDARD CHANGES AND STANDARD REPAIRS (CS-SC&SR)

ACCEPTABLE METHODS, TECHNIQUES AND PRACTICES FOR (CARRYING OUT AND IDENTIFYING) STANDARD CHANGES AND STANDARD REPAIRS AS PERMITTED IN PART-21.
Solution:

- **CS - Standard Changes and Repairs** will not be a copy of AC 43-13

  but

  - should cover > 80% of changes/repairs of AC 43-13
  - make also use of other standards (TÜV, NAA leaflets)
  - include additional specific cases, e.g. FLARM
Proportionate Initial Airworthiness Procedures
Proportionate Initial Airworthiness Procedures

Challenges:

- Low end of GA is least tolerant to cost and burden.
- The aircraft in question are of simple construction and low complexity.
- They are used by stakeholders who do not expect the maximum regulatory oversight and they pose minimum risks to third parties.
- A simplified compliance process for LSA in the short-term and a change to the BR to eliminate the need for a type certificate for this class of aircraft is requested.
Short term solutions

- EASA re-organisation will better adapt teams to the needs of small industry and concentrate applicant related functions in the same EASA functional department.
- Reducing the number of involved persons and audits will be explored.
- EASA could provide resources to support industry training on certification process, compliance demonstration and technical subjects.
Long term solutions

„New approach“ to Sport Aviation will identify options to alleviate processes and implement fundamental changes.
EASA is working on issues list as provided by GA stakeholders and will offer short and long term solutions.

EASA is on the road towards Simpler, lighter, better rules for General Aviation
Thank you!

Your safety is our mission.