Europe’s approach on GA Airworthiness: Challenges - Expectations

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New Rules for General Aviation

Airworthiness in only one Issue!
EASA und National – Too many rules
Difficult environment for general Aviation

- Basic Regulation – Annex II – Problem for Small Countries
- National Regulations for Annex II – Double World – Complex- Workload

National
Polizei, Zoll, State
Annex II
Modelle
Hänge und Paragleiter
Ultraleicht (unter 572 kg)
Gyrocopter
Amateurbau
Historische Luftfahrzeuge
Ex Military
Replica
Fallschirme ausser TSO

EASA
Flugzeuge
Segelflugzeuge
Hubschrauber
Grossflugzeuge
Ballone
Luftschiffe
UAV
LSA (Neu)
Expectations - Safety

Focus on safety
- Safety promotion – risk based approach
- Safety culture needs to be implemented
- Reduce accidents (131 fatal in 2012)

Identification of key risk cases
- Analysis of accidents -> results -> action
- General aviation is not sport aviation
- Rules and procedures tailored to safety cases/categories

Safety target - new methods
- Rulemaking is only one method

https://easa.europa.eu/essi/egast/
Expectations - Rules

Simplification
- Delete rules were not required or proportional
- More practical approach - less paperwork

Big steps required
- More AMC/GM will not Help
- Rules too complex / Ineffektive – More safety focused

Interim solutions
- Rulemaking need time – need interim solution

Simple Airplanes need Simple Rules and Procedures
**Expectations – Communication - Implementation**

**Rules not implemented in the field**
- Rules often not bad but not understood
- Feedback EASA and NAA required
- EASA/Authority „Orbit“ shall be avoided

**Training Required**
- For authorities
- By authorities to users (EU Culture)

**Shake Hand – Work Together**
- EASA – NAA – Industry – User
- Cooperation

*No audit if it has not been trained*
Expectations – Airworthiness

Rules and procedures
- Radical and massive adaption (deletion) tailored to GA
- Simplifies more efficient working procedures

LSA
- Simpler and Faster Certification Process
- LSA = EU Microlight/Ultralight

Part M – Continuing Airworthiness
- Less Paper - Focus on Practical Maintenance

Safety
- Less Accidents – Safety Promotion

Implementation of the rules and procedures
- Hands on training for implementation and feedback
Happy landings 2014 !