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

EASA @ AERO 2014
Content

1. Introduction to GA Roadmap
2. GA Roadmap List of Airworthiness Issues
3. Process for Changes and Repairs
4. Proportionate initial airworthiness procedures
5. Conclusion
The problem

Regulations designed for CAT

General aviation
Safety Strategy

Are disproportional and excessive for GA

EASA / EC
GA Roadmap

10/04/2014
Risk Hierarchy

Third parties
Fare-paying passengers
Involved third parties
Participants “Passengers” on non-commercial flights
Private Pilots

More Protection
Implementation

3-pronged approach

GA Roadmap

Annex 1
Annex 2

GA projects & proposals

New approach to General Aviation
EASA has set 3 objectives to solve the problems in the long term:

To change the way the ‘EASA system’ operates

To change the current principles applicable to light GA

To simplify the regulations applicable to light GA
Three-pronged approach tackles all three pillars at once, while allowing resources to be focussed on any areas that require immediate action.
Success relies on all parties working together.
Focus of this Presentation

» Solutions to GA airworthiness issues:
  » Examples of short-term measures to alleviate the burden in the area of airworthiness

» GA Roadmap (to be presented Thursday)
» Flight standards (to be presented Friday)
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
- European rules, e.g. CS-ACNS need to be followed
- 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.
Procedures for Changes and Repairs

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
Challenges:

- Light 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 small GA will identify options to alleviate processes and implement fundamental changes.
Ongoing developments
**Objective:** reduce the burden on the General Aviation community

**Phase I:** Provide alleviations in areas with *high costs and no real safety benefits* have been identified, limited to issues not requiring a full regulatory impact assessment. In particular:
- Maintenance Programmes
- Airworthiness Reviews
- Phase 1 completed with the publication of opinion 10/2013

**Phase II:** Address issues where more technical discussions and a full regulatory impact assessment are required. This may include:
- Rulemaking,
- Standardisation,
- Change Management, etc...
The EASA/FAA are proposing a 3 phase approach:

- In area of aeroplanes:
  - EASA/FAA developing new CS-23 safety objectives
  - Industry standards available early 2015
  - EASA NPA/FAA NPRM available late 2015

- In the area of rotorcraft:
  - A certification Process Study: 18-24 Months, finishing in 2016,
  - Charter of an ARC specific for rotorcraft
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
Questions?

Thank you!