



EASA
European Aviation Safety Agency



Simpler, lighter, better rules for
General Aviation

GA ROADMAP PROJECT

Part 21 Proportionality

Dominique Roland
GA Roadmap champion
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Motivation and problem



Avert a dramatic loss of activity as a result of complex and disproportionate rules



Necessary to adopt a specific new approach for GA in order to assure a sustainable development of the sector in Europe





GA Roadmap Key issues

- Changes to the Basic Regulation
- Part M Light
- Facilitate access to IFR (holistic approach across domains)
- Aircraft changes and repairs made easy (CS-STAN)
- More options for pilot training outside ATO (DTO)
- Air Operations and licence Balloon Rule Book
- Air Operations and licence Gliders Rule Book
- **Simpler Certification (Part 21 proportionality – manufacturer approval)**
- Reorganisation of CS-23 using Industry standards
- Communication & Technical Training



Part 21 Proportionality

Objective:

- Introduce flexibility and simplification in Part-21 certification for GA that is proportionate to risks and meets an acceptable safety level

Scope:

- Small organisations designing simple products (Gliders manufacturers, LSA, small CS23...)
- Performing design, production and maintenance activities



Aiming for a new airworthiness landscape

Part-21



CS-23/25 Level 3 & up (>7 PAX)

Part-21Light



CS-23 Level 2 (2-6 PAX)



CS-23 Level 1 (0-1 PAX)



CS-LSA



PtF (MSN, NCO, development)

Member
State A
Annex I (II)
Option 1

Member
State B
Annex I (II)
Option 2

Member
State C
Annex I (II)
Option 3

Member
State D
Annex I (II)
Option 4

.....

Member
State Y
Annex I (II)
Option 10

Member
State Z
Annex I (II)
Option 11



Challenges to the initiative

- Basic Regulation change discussions could move more aircraft into Member State responsibility (Annex I : 600 kg discussion)
- This would minimise positive effects from this activity
- Making a difference for GA is high on the EU agenda while the consequences of expanding the Member States responsibilities to 600 kg is uncertain



Challenges to the initiative

- The current system; rules & culture are suitable for large organisations and aircraft
E.g Oversight aims at checking all procedures, while safety consequences at aircraft level are not relevant
- This would require a new approach for risk based rules and oversight. This is a new way for conducting roles and responsibilities
- When the rules have changed we also need to adjust processes and cooperation between all stakeholders



What is going on?

➤ A Task Force started to pursue three initiatives

1. Develop alternatives to Part-21 AMC/GM for smaller companies

Note:

Today the AMC/GM is large aircraft and companies oriented. Especially POA is lacking alternatives

2. Test these alternatives in pilot cases
3. Develop a new approach for Part-21(Light)
4. (Highlight that cultural changes are needed)



The proposed way forward (Planning)

The Task Force is working on:

- A Workshop and/or a paper (A-NPA) to explain the ideas (2017 Q1)
- Development of documents (Draft AMC) that show how the current Part-21 can be made workable for smaller companies (2017 Q1/Q2)
- Test this in a pilot project (2017 Q3/Q4)
- Proposing a fundamentally new Part-21L consisting of objective rules supported by flexibility in the AMC (2017 Q4) *

* Taking the BR changes and progress into account



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Many thanks for your attention!

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