GA ROADMAP PROJECT

Part 21 Proportionality

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XX November 2016
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

6/8/2017
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
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)
- CS-23 Level 2 (2-6 PAX)
- CS-23 Level 1 (0-1 PAX)
- CS-LSA
- PtF (MSN, NCO, development)

**Part-21Light**

**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

6/8/2017
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
Many thanks for your attention!