



EASA
European Aviation Safety Agency



Simpler, lighter, better rules for
General Aviation

Simpler Certification Procedure

GA Seminar
20-21/10/2015 Cologne

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Simplified Procedures – The Project

Develop simplified entry levels for Design and Production

- Compliance against appropriate Industry Standards (e.g. ASTM, EN 9100), oversight either through organisational approval or through accredited bodies
- Provisions introduced in EASA Opinion on BR A-NPA and wording provided
- Development of oversight standard with Industry and FAA participation ongoing
- Part 21 changes to be drafted



„Level 2b“
TC
CofA

„Level 2a“
TC
CofA

„Level 1“
TC/RTC
CofA/rCofA

„Level 0“
Individual
Aircraft
Generic FC
PtF

“Safety
Level”
Approval

DOA POA Part 145

Elements according EN 9100 acceptable as AMC

EASA Certification Part-66 Staff Part-66 Staff

EN 9100

Accredited Body Pilot/Owner

ASTM ASTM Part-M-Light

Accredited Body

Owner Owner Owner

Design Production Maintenance



Longterm Actions

Practical combination of organisational approvals for Design and Production; Approved organisations declare compliance with simple airworthiness codes (Industry Standards).

- Oversight performed by NAA staff for DOA&POA
- Part21 regulations and interpretations need to be adapted to small organisation
- Optional template for organisations manual simplifies the approval process.
- DOA privileges approved by the agency according certification activity



Short Term Actions

- Industry Workshop 24/25th February in Prague
- CS-STAN published
- Progress on development of templates and guidance, e.g. Flight Test Plan, Avionic Description, Composite Cert. Memo.



Feedback received on working paper

- Recognition of the problems that we are trying to address and support to simplify the rules for small aviation
- General motivation and safety continuum supported: “Simple is the new better”
- No full consensus on proposed actions (diverse interests)



Way forward

- Focus on short term combination of approval process and use of privileges (LOI) including test cases
 - Request to NAA group to develop details on practical combination of DOA/POA
 - Offer to LSA DOA's for follow up model to fully rely on DOA compliance declaration
- Develop concrete proposals to solve identified issues in Part-21 and EASA procedures.
- Improve regime for unlimited permit to fly / Level-0



Draft TOR deliverables Part21 “light”

- Scope ELA 2 but focus on LSA/Glider/Balloons
- Review requirements applicable to designers and manufactures and authorities in order to allow a lighter touch towards small organisation and related oversight.
- Reduce the authority involvement in the design and certification process of simple aircraft.
- Further develop the concept of permit to fly for individual recreational aircraft.
- Develop AMC and GM, especially reference manuals for design, production and maintenance organisation.
- Support parallel RMT to ensure consistency.
- Follow up GA proposals made for revision of the BR.

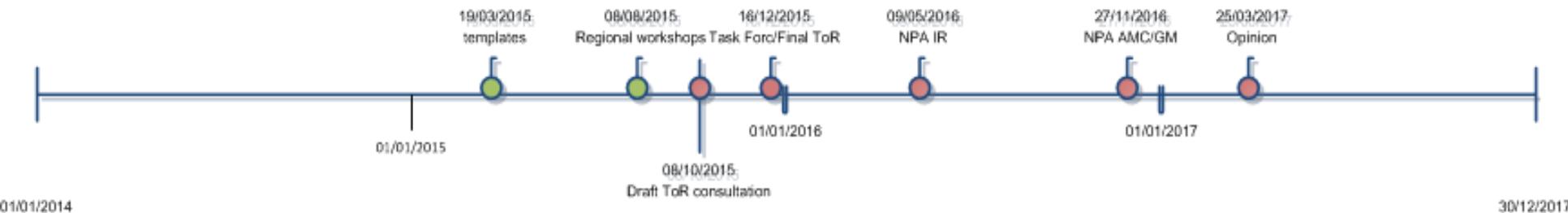


Deliverables/Timelines (Part 21 “light”)

Present at NAA/GA-SubSSCC Meeting 1st October

Establish Taskforce (2 LSA/Gliders industry, 2 NAA, 2 EASA)

- TOR Nov 2015
- NPA Part 21 Q2 2016,
- NPA AMC/GM Q4 2016,
- Opinion Q1 2017





EASA
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**Thank you for your attention
Your comments and reactions
are welcome**

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