

LSA in the USA and possible development in Europe



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Foreword

- EAS - Europe Air Sports
- EMF - European Microlight Association
- LAA ČR - Light Aircraft Association of Czech republic
- Microlight Definition
- LSA Definition
- LSA Statistics (in the USA)
- Why we need LSA in Europe
- Perspective of LSA in Europe
- Summary



EAS



Europe Air Sports is an association of the European National Aero Clubs, and European Air Sports Unions, with the objective to co-ordinate regulatory matters in Europe.

It is affiliated to the FAI - the World's Airsports Federation



EAS



Members of Europe Air Sports:
National Aero Clubs of 25 States
EGU – the European Gliding Union
**EHPU – the European Hang &
Paragliding Union,**
EMF - the Microlight Federation
PPL/IR Europe

**This implies that Europe Air Sports
represents the interests of some 700.000
sports and recreational airspace users!**



EAS



The overall objective of EAS is a long-term continuity of sports and recreational aviation in Europe with an appropriate amount of regulation and without additional unnecessary restrictions, to ensure flight safety, access to airspace, free movement and efficient and cost-effective organization for the operation.



EAS



EAS President Sir John Allisson:

“Our guiding principle for the transfer of rule making from national authorities to a European authority is: “what is permitted and conducted safely today in individual countries should continue to be permitted under the new regime”.



EMF



Represents more than 60 000 microlight pilots

27 member organisations from 21 EU countries

The general aim of the EMF is to promote and protect microlighting (using the description of a microlight to be found in paragraph (e) of Annex II of Regulation (EC) No 216/2008

LAA ČR

Light Aircraft Association of the Czech Republic is a competent authority for Certification, Licencing and Operation of microlights in the Czech Republic.

This covers paragliding, powered paragliding, hang gliding, gyroplanes, helicopters, weight shift and aerodynamically controlled microlight.

In this respect it is unique in Europe

It has 6 400 members and registers 7 900 aircraft and 10 000 pilots.

||| **Microlight Definition**

defined in paragraph (e) of Annex II of Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008

(e) aeroplanes, helicopters and powered parachutes having **no more than two seats, a maximum take-off mass (MTOM),** as recorded by the Member States, **of no more than:**

■ Microlight Definition

- (i) 300 kg for a land plane/helicopter, single-seater; or
- (ii) 450 kg for a land plane/helicopter, two seater; or
- (iii) 330 kg for an amphibian or floatplane/helicopter single seater; or
- (iv) 495 kg for an amphibian or floatplane/helicopter two-seater, provided that, where operating both as a floatplane/helicopter and as a land plane/helicopter, it falls below both MTOM limits, as appropriate;

Microlight Definition

(v) 472,5 kg for a land plane, two-seater equipped with an airframe mounted total recovery parachute system;

(vi) 315 kg for a land plane single-seater equipped with an airframe mounted total recovery parachute system;

and, for aeroplanes, having the stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS);

LSA Definition

The FAA has defined light-sport aircraft as **simple-to-operate, easy-to-fly aircraft** other than a helicopter or powered-lift that, since initial certification, has continued to meet the following performance definition:



LSA Definition

Can be manufactured and sold ready-to-fly under a new Special Light-Sport aircraft certification category. **Aircraft must meet industry consensus standards. Aircraft under this certification may be used for sport and recreation, flight training, and aircraft rental.**

Can be licensed Experimental Light-Sport Aircraft (E-LSA) if kit- or plans-built. Aircraft under this certification may be used only for sport and recreation and flight instruction for the owner of the aircraft.

Can be licensed Experimental Light-Sport Aircraft (E-LSA) if the aircraft has previously been operated as an ultralight but does not meet the FAR Part 103 definition of an ultralight vehicle. These aircraft must be transitioned to E-LSA category no later than January 31, 2008.

Will have FAA registration—N-number.

LSA Definition

Aircraft category and class includes: Airplane (Land/Sea), Gyroplane, Airship, Balloon, Weight-Shift-Control ("Trike" Land/Sea), Glider, and Powered Parachute.

U.S. or foreign manufacture of light-sport aircraft is authorized.

Aircraft with a standard airworthiness certificate that meet above specifications may be flown by sport pilots. However, the aircraft must remain in standard category and cannot be changed to light-sport aircraft category. Holders of a sport pilot certificate may fly an aircraft with a standard airworthiness certificate if it meets the definition of a light-sport aircraft.

May be operated at night if the aircraft is equipped per FAR 91.205, if such operations are allowed by the aircraft's operating limitations and the pilot holds at least a Private Pilot certificate and a minimum of a third-class medical.

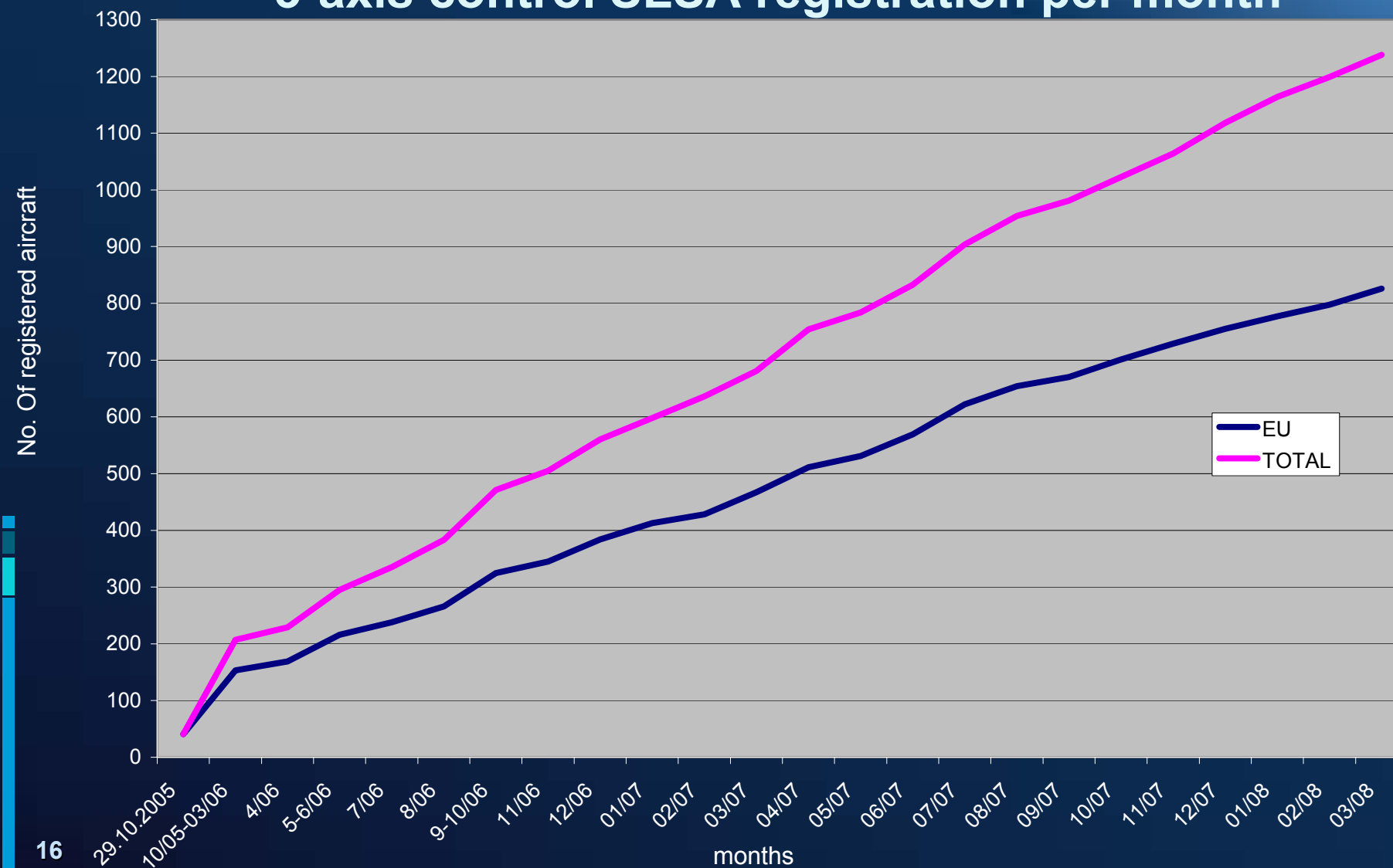
LSA Statistics

- LSA rules effective from April 2005
- As of 1st April 2008:
 - **59 airplanes certified** as SLSA (factory build)
 - Manufactured by **43 companies**
 - **27 of them are European** companies
 - **1238 planes** registered
 - **826 manufactured in Europe**



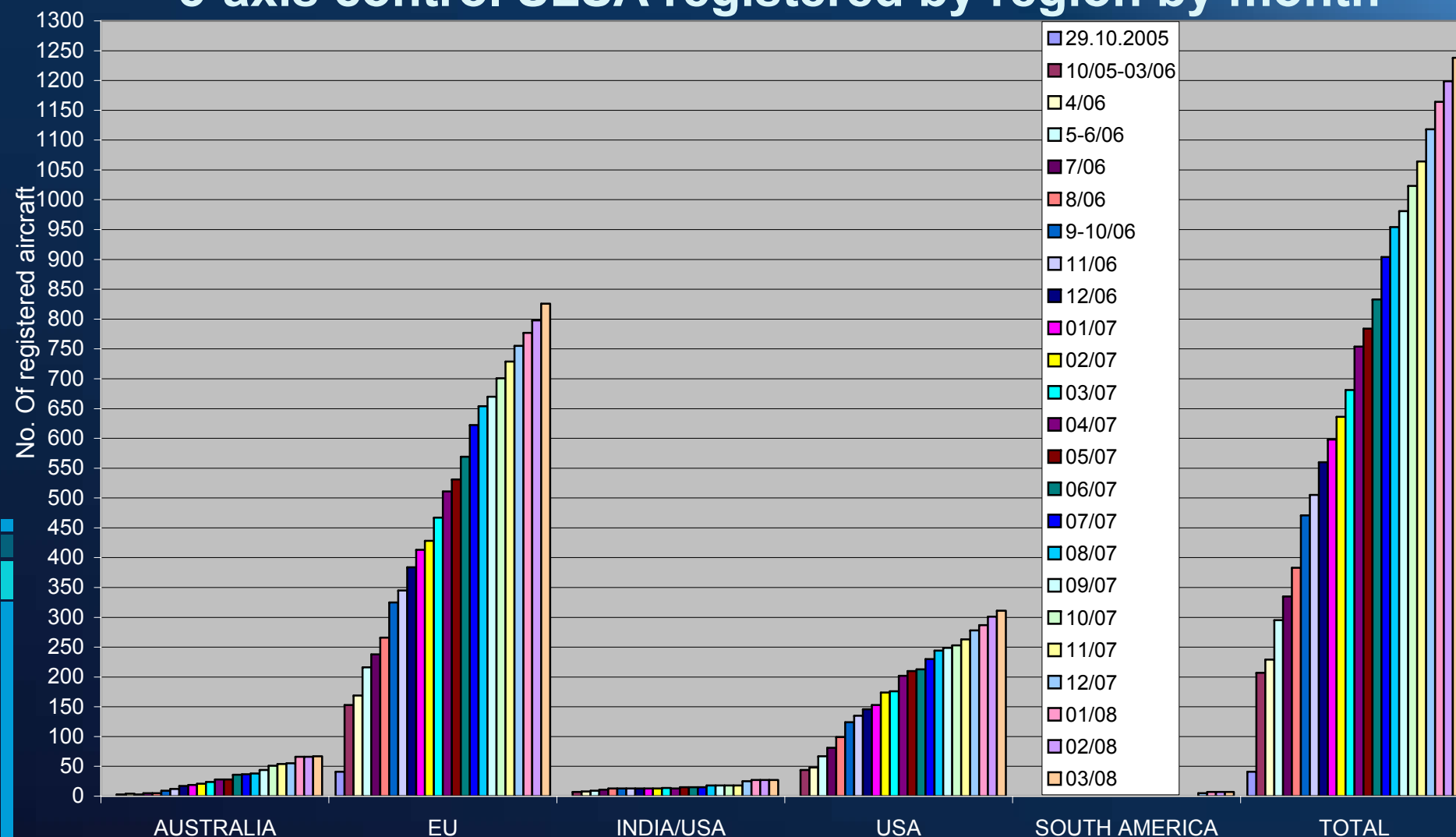
LSA Statistics

3-axis control SLSA registration per month



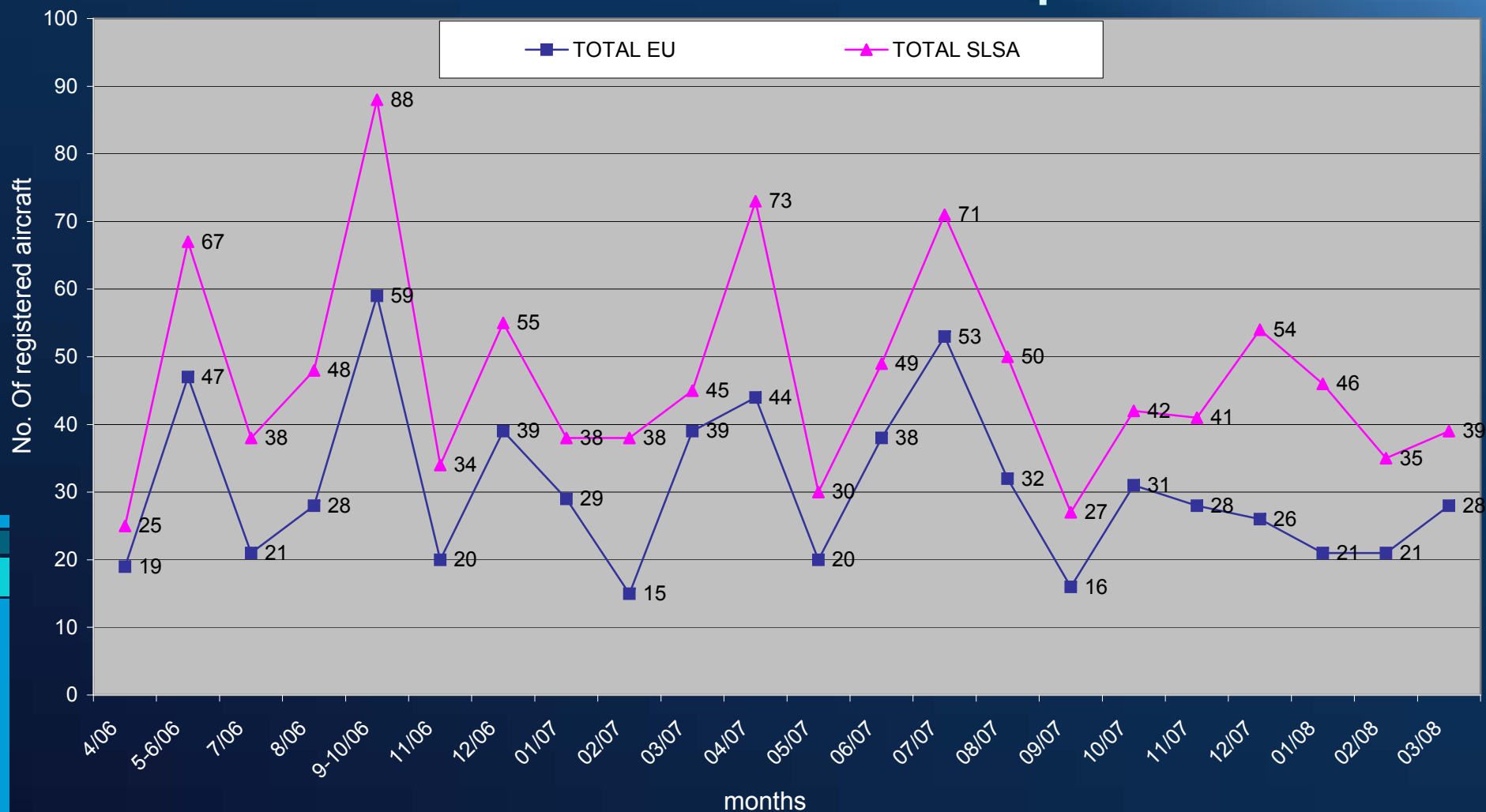
LSA Statistics

3-axis control SLSA registered by region by month



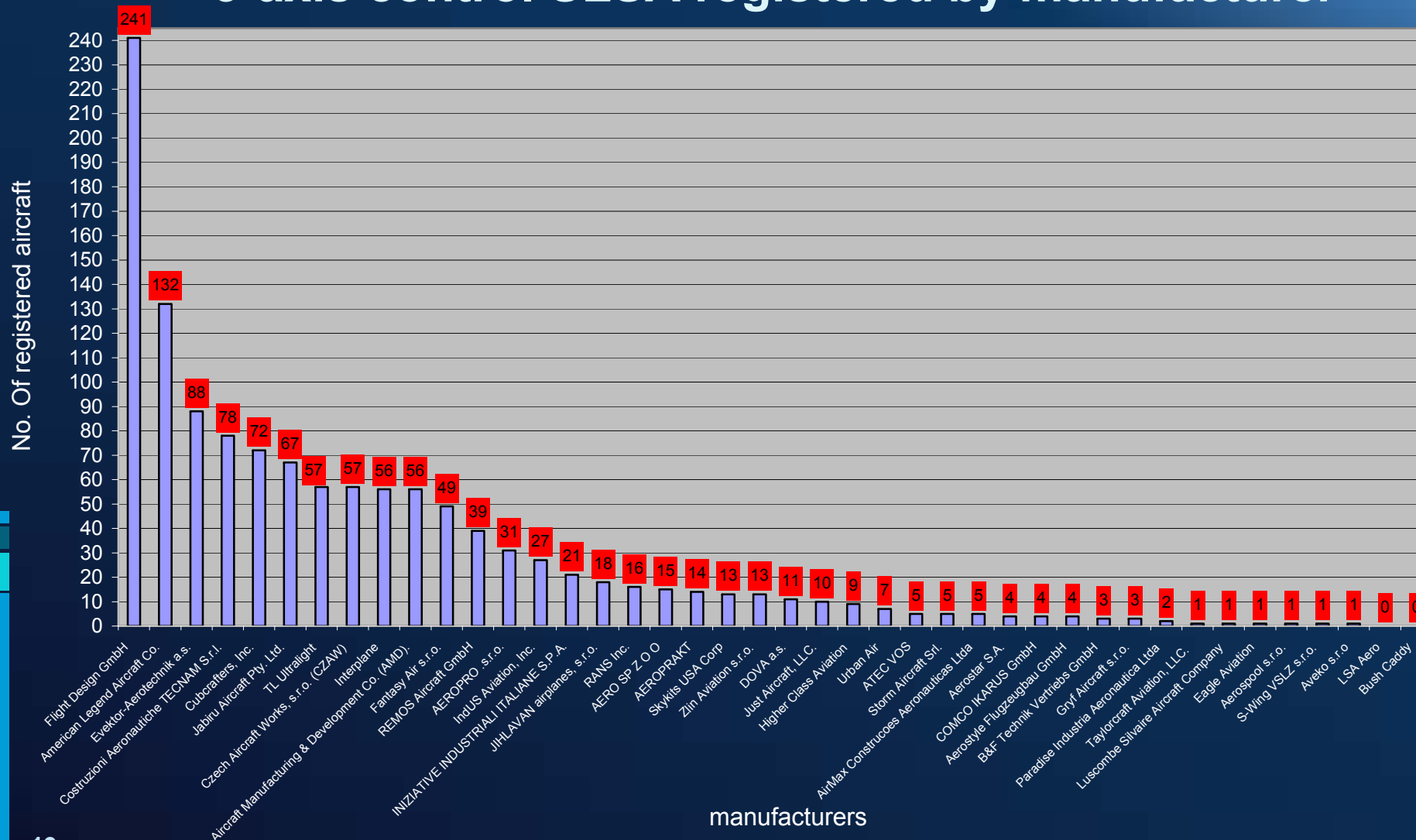
LSA Statistics

3-axis control SLSA increases per month



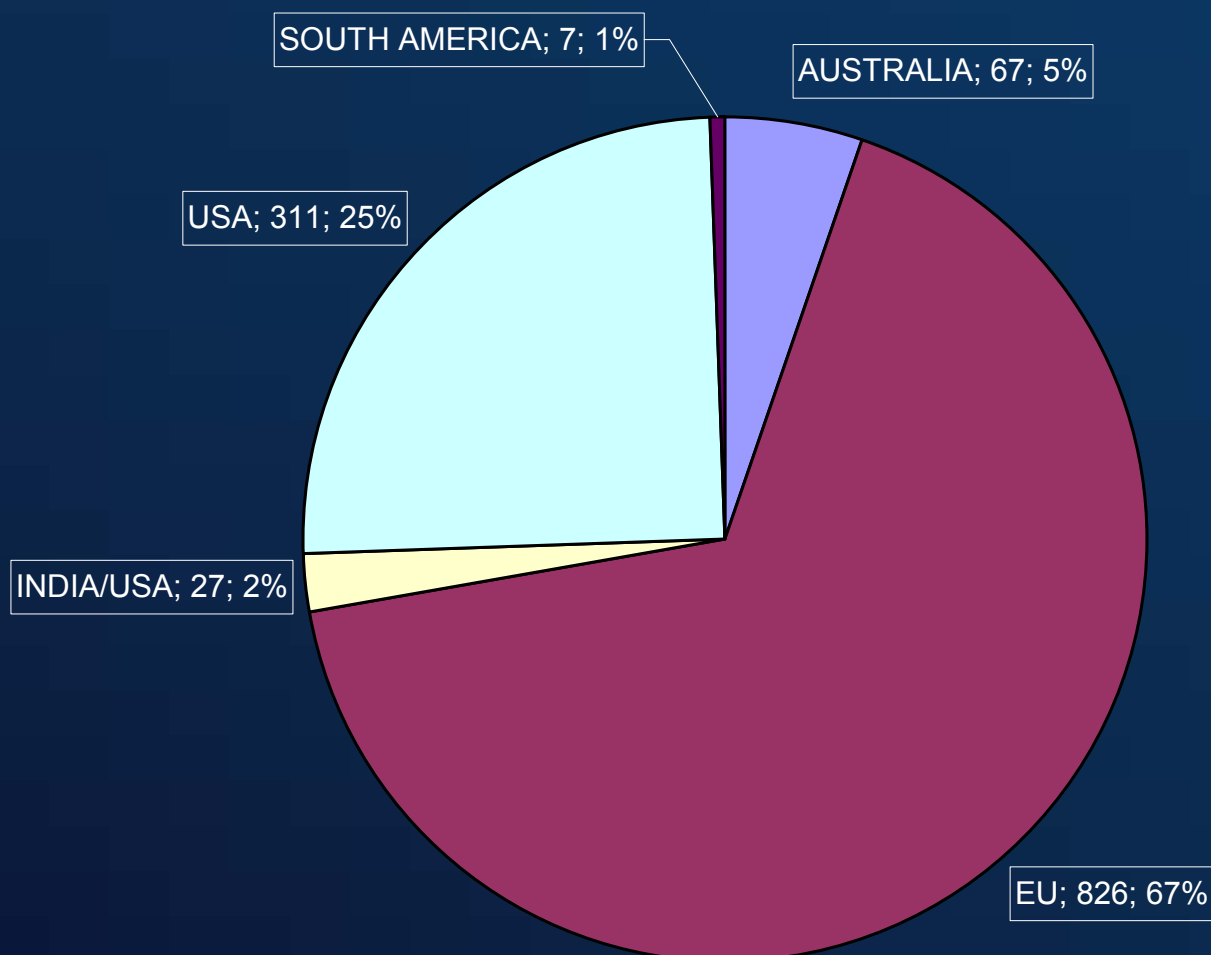
LSA Statistics

3-axis control SLSA registered by manufacturer



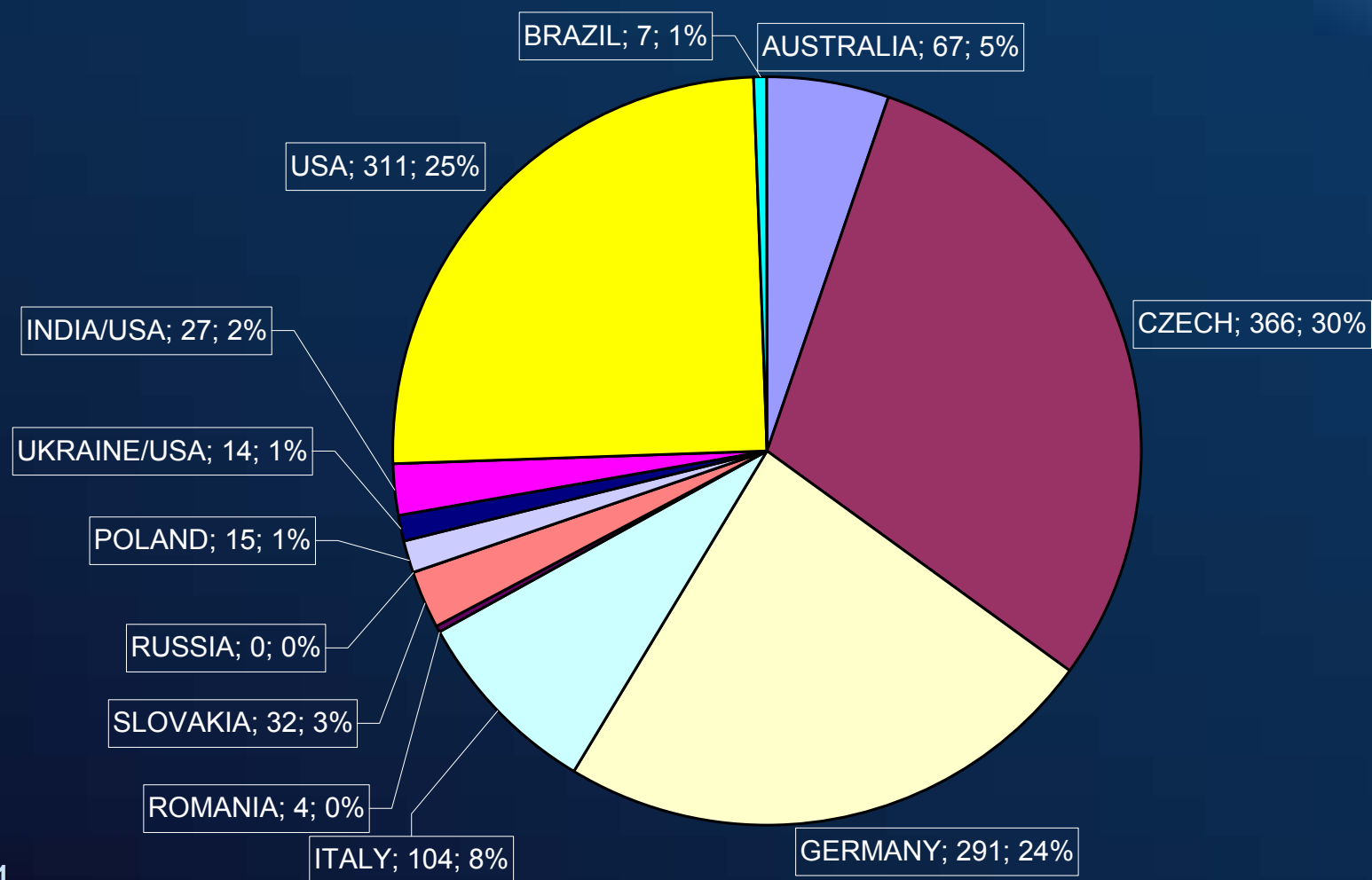
LSA Statistics

Registered 3-axis control SLSA as of 1-st April 2008
by region of origin



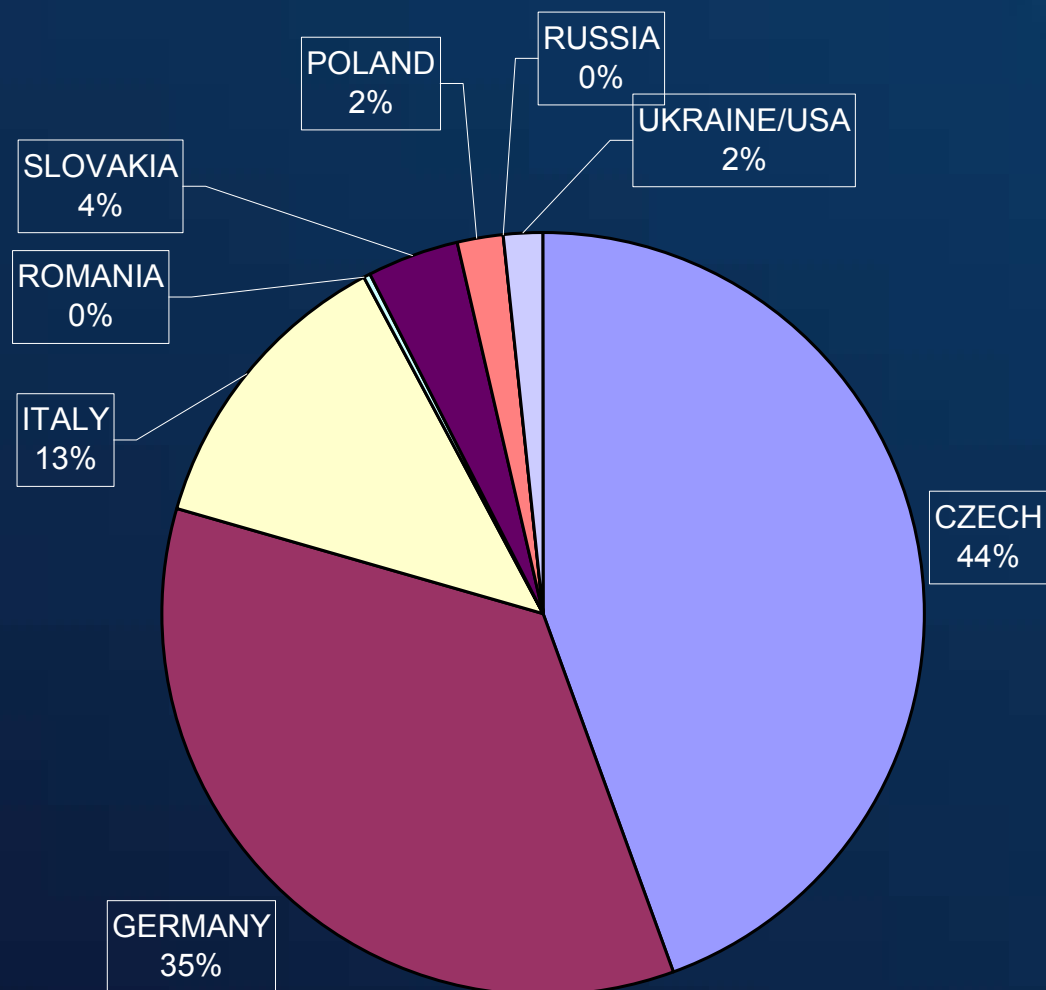
LSA Statistics

Registered 3-axis control SLSA as of 1-st April 2008
by country of origin



LSA Statistics

Registered 3-axis control SLSA as of 1-st April 2008
European origin



LSA Statistics

553

3-axis control SLSA added in 2007

98%

Increase against 2006



LSA Statistics

Out of

43

3-axis control SLSA manufacturers

10 companies

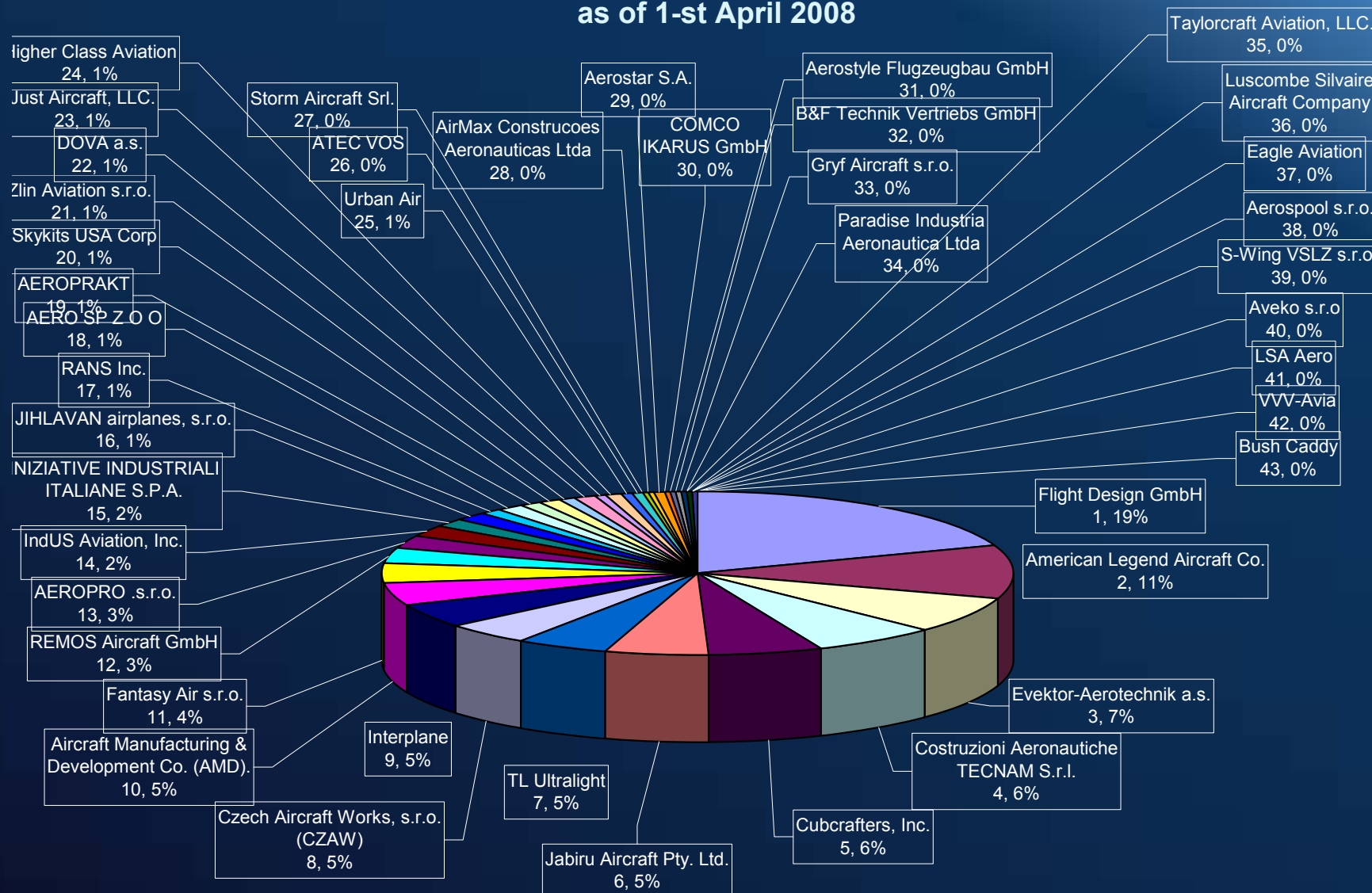
Have made

73% of Sales

LSA Statistics

3-axis control S-LSA Companies US-Market share

as of 1-st April 2008



■ Microlight Statistics

3-axis controlled Microlight 2006 numbers

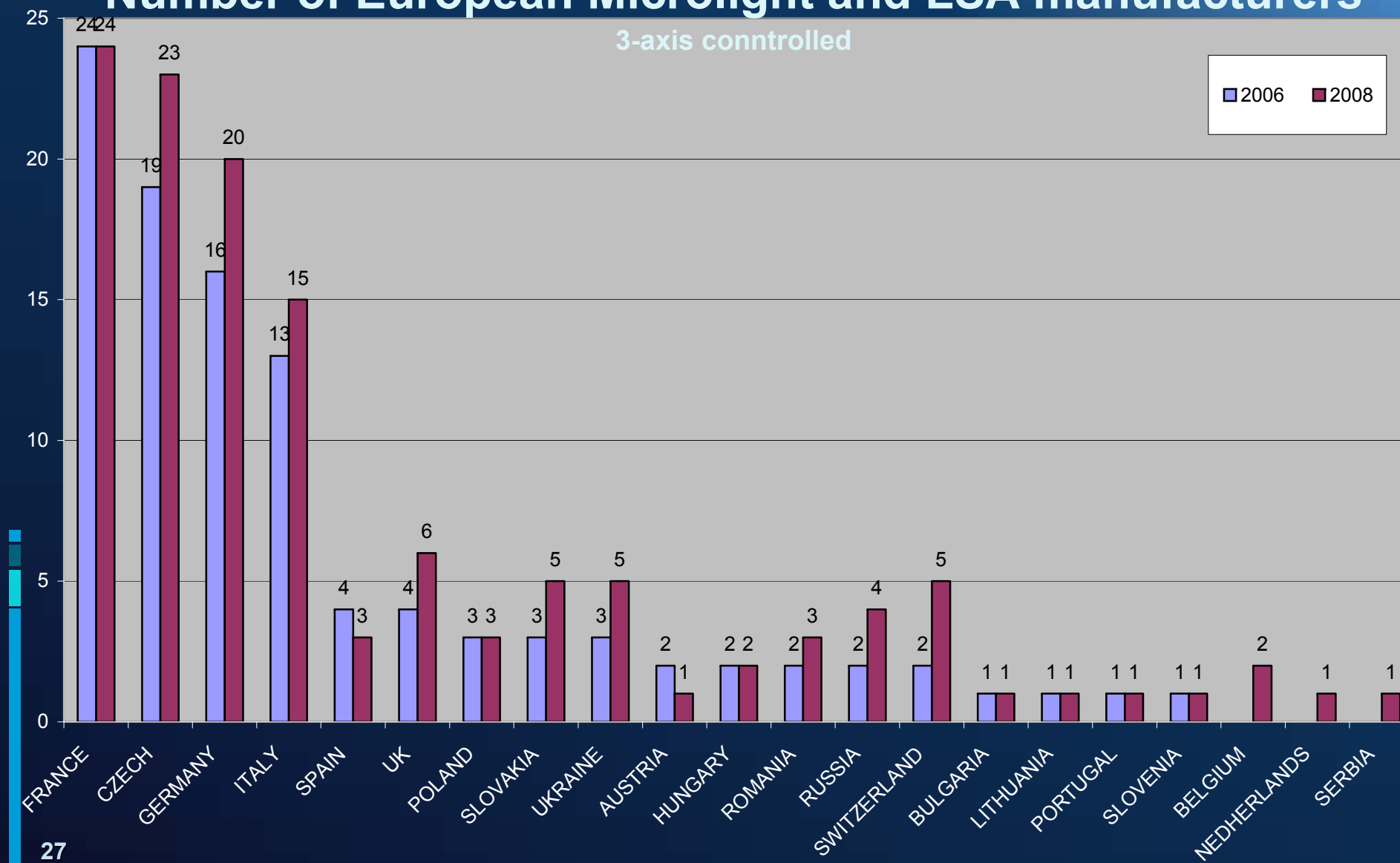
- 103 manufacturers of UL&LSA in Europe
- More than 141 types of aircraft
- More than 1600 produced in 2006

3-axis controlled Microlight 2007 numbers

- 127 manufacturers of UL&LSA in Europe
- More than 180 types of aircraft
- More than ? produced in 2007 ?? in 2008

Microlight Statistics

Number of European Microlight and LSA manufacturers



Need for European LSA

Why we are able to be successful in the LSA in the USA and we are not able to fly these planes in Europe?

- Most EU LSA planes are based on UL designs
- Reasonable UL regulation allowed manufactures to develop the planes

Need for European LSA

- We respect high standard achieved in microlight category
- Based on European aviation tradition
- We need to solve problem of (formal) limits of current microlight category - in reality often exceeded
- Increasing of safety

Need for European LSA

- We want to support future technical progress
- Based on our technical experience we think that we can have more than LSA in the USA
- But needs to stay compatible with US LSA

We need

COMPLETE PACKAGE

- Airworthiness
- Licencing (simple medical)
- Operations (definition commercial)
- Maintenance

Success only if this will be ballanced

EXPECTED ADVANTAGES FOR MANUFACTURERS

- EASA TC valid in 27 countries
- Reduced production cost
- Hopefully less bureaucracy
- Future growth

POSSIBLE RISKS

- EASA system is too complicated for small companies
- EASA fees and charges
- Need for quick solutions, the planes already exist!
- It is not clear if the whole system will work as a balanced package

**Thank You
for
Your attention!**

**If You have questions, visit LAA
at Hangar A, Stand A29
or tomorrow my presentation at 10:30**