



EASA
European Aviation Safety Agency

GA Road Map Update:

Towards lighter, simpler and better rules for General Aviation

AERO 2015

Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001

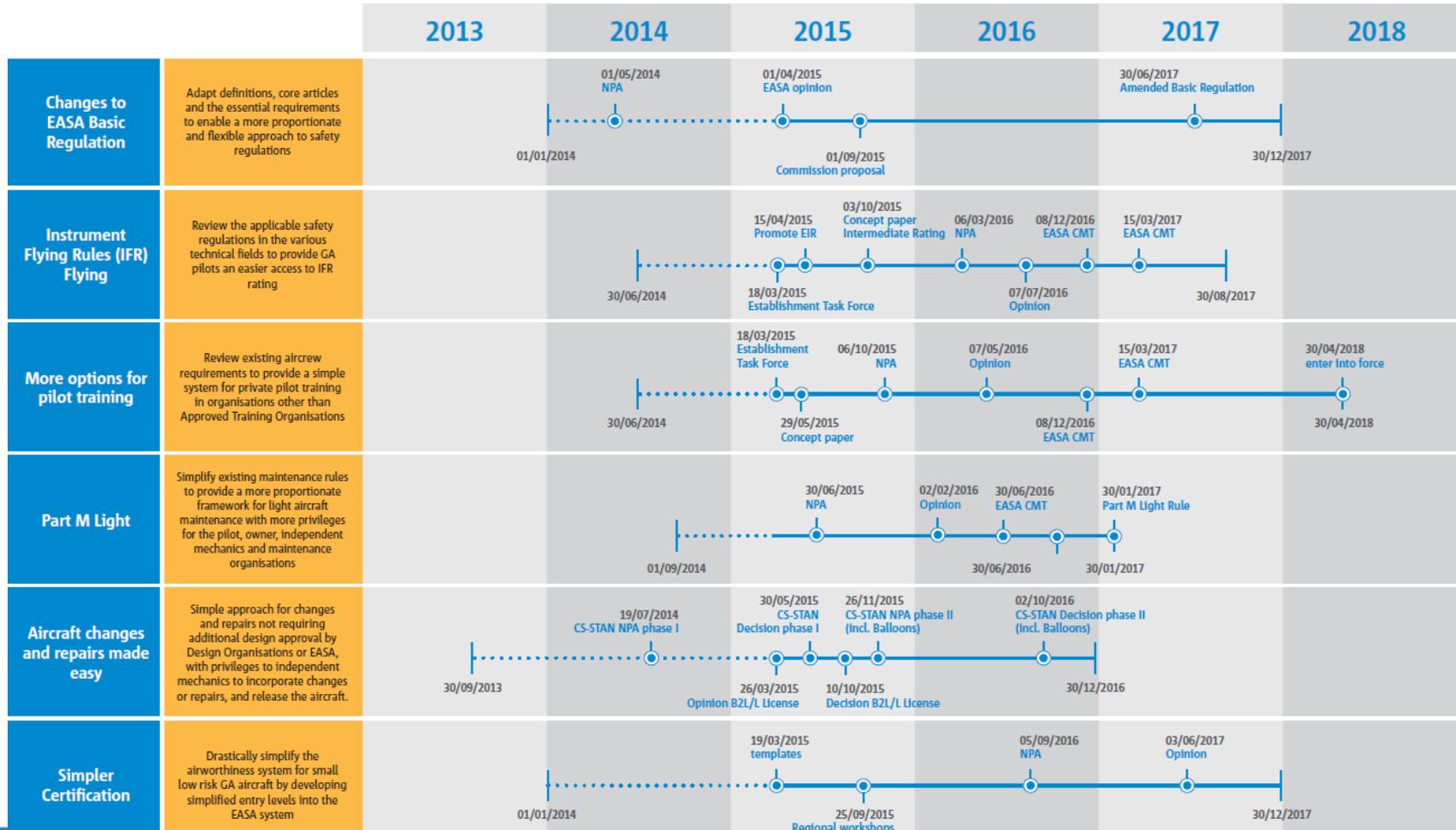


Priorities and milestones



LIGHTER, SIMPLER AND BETTER RULES FOR GA: KEY ACTIVITIES AND MILESTONES

LATEST UPDATE 23.3.2015





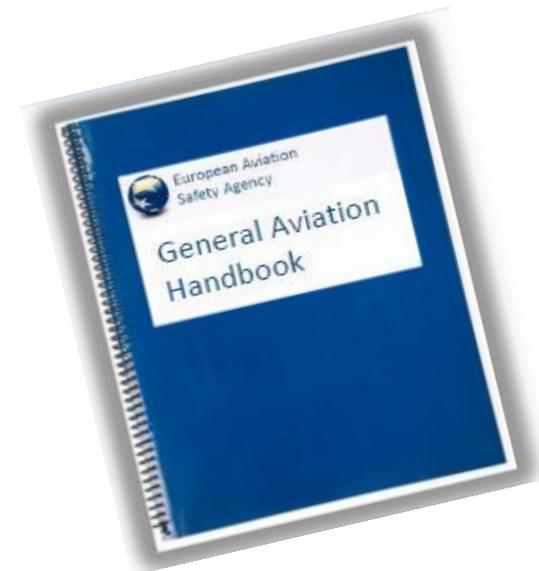
Panel

- **W Scholz (European Glider Manufacturers' Association)**
- **A Winkler (Austrocontrol)**



More proportionate framework for aircraft maintenance and mechanics

- **Part M Light**
- **Phase I closed**
- Rule Change soon (June)
- Owner declaration of AMP
- Airworthiness review together with annual inspection by M/F and Part 145 organisations
- **Phase II started**
- Part M Light in development up to ELA 2
- **Part 66 Light (L License)**





Enable the introduction of new safety enhancing technologies

- Standard changes in Part 21
 - Approved design
 - Owner responsibility
 - More flexibility
 - Less cost
-
- Examples: AC43-13 for repairs, ELT, COM 8.33





Panel Composition

- J Pedersen (IAOPA/AOPA DK)
- V Borer (Swiss Authority/FOCA)

Dangerous Goods





Panel Composition

- **G Bowles (GAMA)**
- **B Deuss (EASA)**



Advanced Notice of proposed Amendment : A-NPA 2015-06

- What is the topic of the A-NPA 2015-06?
 - A change to the design approval certification standards (CS-23)

- What does it do?
 - It explains a new concept that is a game changer for the technical standards used for design approvals
 - It is the development step for the actual proposal to change CS-23 later this year



Advanced Notice of proposed Amendment : A-NPA 2015-06

TODAY

The Authority Certification Specifications tell you:

➤ How to design, test and demonstrate
so that the design can be approved





Advanced Notice of proposed Amendment : A-NPA 2015-06

A-NPA 2015-06 NEW CONCEPT

HOW

Authorities



What and why
Objective rules



Industry & Stakeholders



How to reach the objectives
Airworthiness Design
Standards (ADS)



Advanced Notice of proposed Amendment : A-NPA 2015-06

This new concept is a global initiative!
Aiming for innovation, harmonisation
Reducing costs and improving safety
Rule change **proposal** planned for end 2015

A-NPA comment period until 27 May 2015

[Comment Response Tool](#)

(www://hub.easa.europa.eu/crt/docs)



Panel Composition

- R Schuegraf (Europe Air Sports)
- J Paajanen (European Commission)
- E Bellamy (PPL/IR Europe)



Private Pilot licensing and ratings

Amended Aircrew Regulation 445/2015 applicable as of 8 April 2015.

- Fast track
- ATO requirements postponed until April 2018
- National rules for sailplanes and balloons
- Task Forces on **Private pilot training outside ATOs** and **IFR Flying**





Meet people and learn more

➤ Thursday 16/04/2015

- **Meet EASA:** Patrick Ky, EASA Executive Director
- Forum, Foyer Ost

➤ Friday 17/04/2015

- **The role of national authorities on General Aviation in Europe:** EASA and National Authorities
- Conference Center East, Room Oslo



Concluding remarks

- Your opinion matters
- How to engage in this work:
 - Trade associations & GA sub-SSCC
 - Tools
 - EASA website GA page
<https://www.easa.europa.eu/easa-and-you/aviation-domain/general-aviation/general-aviation-road-m>
 - GA-roadmap@easa.europa.eu
 - National Authorities
 - European Commission



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Thank you!

Send your questions to ga-roadmap@easa.europa.eu

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Important differences

Objective Rules

Draft Part 23 and the A-NPA CS 23 Certification Specifications (Book 1) are objectives

These objectives are intended NOT to design the aircraft.

The objectives are not a copy/paste from Part-23/CS 23 where details have been removed!

The objectives are the intent from the previous prescriptive wording.



Important differences

Airworthiness design Standards

When you follow the accepted Standard, you comply with the objective rule

In the end, a standard is most likely not a copy/paste from the present rules!

A standard should be specific where that is necessary to show compliance

Why?

A clear means of compliance avoids discussions (time/money) in the certification



Important differences

A Standard can be (and often is) applicable to a specific scope

There can be e.g. a specific standard for a type of operation. (IFR, former “utility” use, single engine etc.)

In the end, for that type of design it is the way how to meet the safety objectives in the rule.



Important differences with today's rules

23.5 Normal Category

Normal category is a **definition**, not a category!

23.5(a) is needed to define the scope of this new rule in 23.1

All aeroplanes “below” Part 25/CS-25 are Normal Category. i.e. 19 pax or less and MTOM \leq 8618kg (19000 pounds)

The new “normal category” (all Part-23/CS-23) can be either aerobatic or non-aerobatic



Important differences with today's rules

23.5(c) Aeroplanes intended for aerobatics
(def.) Aerobatic flight means an intentional manoeuvre involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight.

No specified bank angles or manoeuvres!