



EASA
European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop

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TE.GEN.00409-001



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Input from Side Meetings GROUP 2: General Aviation

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Group Composition - Industry

Name		Company
Boris	Kölmel	AD&C
Kyle	Martin	GAMA
Federico	Marziali	DORNIER SEAWINGS GMBH
Bèla	Nogrady	PROTOPLANE
Christian	Sturm	GROB AIRCRAFT AG
Eric	van der Snoek	XTREMEAIR GMBH

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Group 2: General Aviation - TOPICS

➤ Part 21

- Proportionality
- OSD
- SMS
- EASA Form 1

➤ Demonstration of Compliance

- COTS
- Equipment qualification
- Materials qualification
- Safety assessment

➤ Certification Specifications

- CS-23
- CS-STAN

➤ Relationships with others entities

- EASA
- NAAs
- MO/PO
- Non-EU



Group 2: General Aviation - CONCLUSIONS

➤ Part-21

- Proportionality RMT welcomed but boundary between Part-21 and Part-21-Light needs further review, e.g. IFR operation.
- Needs to be compatible and complementary to existing Part-21 approval.
- SMS – possible need for exemptions for smaller organisations (like Part-M Light)
- Concessions – extension of repair process to cover repairs carried out during production.
- Implications of deletion of ‘complex aircraft’ definition from Basic Regulation and how it is addressed in new CS-23
- Clarify OSD requirements for Out-of-Production / legacy aircraft
- Fees & Charges revision needs to consider new CS-23 categories
- Single DO/PO approval concept
- EASA Form 1: possible different levels of conformity certificates according to safety risk of the parts. RMT needs to be prioritised.



Group 2: General Aviation - CONCLUSIONS

➤ Certification Specifications

➤ CS-23

- How will TCDS record the standard used as MoC so the certification basis is known for future modifications?
- Important that AMCs are maintained with each update to the standards
- VLA will be covered by the new CS-23 (CS-VLA can be used as AMC)
- CS-22 (gliders) may benefit from a similar approach.

➤ CS-STAN

- What is in the pipeline for future revisions of CS-STAN?
- How can industry make proposals?
- Organisations are using it broadly



Group 2: General Aviation - CONCLUSIONS

➤ Demonstration of Compliance

➤ COTS / Equipment / Materials

- With the current rules it is difficult to implement COTS
- A potential solution may be for the DOA to specify suppliers, documentation and conformity inspection procedure (i.e. engineering and manufacturing specifications) in the approved data, which puts it under the DOA responsibility. Parts are therefore from a specific supplier and require an incoming inspection defined by the DOA and appropriate to the criticality of the part, enabling the PO to issue an EASA Form 1.
- Working Group for EASA Form 1 needs to cover these issues.

➤ Non-Aeronautic equipment must comply with CS.23.1301. DO-160 is not mandatory.



Group 2: General Aviation - CONCLUSIONS

- Relationships with other entities...
 - Applicants are encountering delays due to additional/unexpected requests from some NAAs, e.g. with permit to fly.
 - GA group would like to have more visibility of how EASA is implementing the standardisation of NAAs.



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