

#### **EASA UPDATE on LSA**

Jan Fridrich, LAA ČR Vicepresident EMF General Conference, Ostendee 8.October 2011



#### **SUMMARY**

# IT IS VERY DIFFICULT TO FIND OUT WHAT IS VALID RIGHT NOW FROM EASA REGULATIONS.



### INITIAL AIRWORTHINESS CS-LSA

CS-LSA was published and manufacturers can use it. The problem are requirements of Part 21 for DOA and POA.

There will be RTC- Restricted Type Certificate which will be based on CS-LSA

Restricted is used only as a means to avoid thé requirements for Type certifiacte of engine and proleller.



#### Part M

There will be EASA Workshop on Part M in GA on 27.October in Cologne.

We send our comments through Nils



#### Part 66 – licences for Mechanics

During the approval process on thé level of Council and Commission the light "L" licence was lost, therefore thé lowest awailable licence for mechanic is "B3" licence which require 1000hours of theory .

New Working group on Rulemaking task GC 66.027 Issue 3 (on Subject 2) — Licensing system for ELA1 aeroplanes and aircraft other than aeroplanes and helicopters is supposed to start work, I am member for Czech Republic, so far no activity.



#### **PART-OPS**

CRD was published and we commented it.

There was EASA online workshop in order to get more knowledge about the CRD.

The new system for answers to this CRD is required, CRT is used only as tool to deliver Excel spreadsheet..

EASA ignored recommentations of MDM032 to use only Essential Requirements, their argument is chat we must fulfill ICAO Annex6 requirements.



#### **PART-FCL**

I have no idea what is valid. FCL was not yet published. We know that LAPL is there (including 50km limited flight around the airfield) but without the LAFI (Light aircraft flight instructor)



#### EASA – mid term view

#### Reevaluation of Rulemaking plan

At the moment the plan contains too many tasks which EASA is not able to handle.

Reprioritasition, decreasing of number of tasks, external cooperation...

Details were introduced to the Management Board in recet days

#### There is need for change of Rulemaking procedure

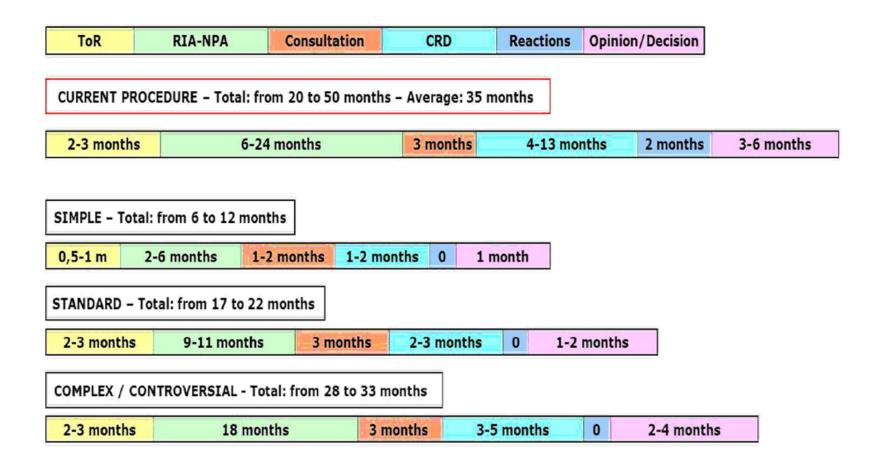
Not-flexible, long, not effective

In the future it is expected that there will be majority of small changes and adjustments.



#### **RULEMAKING PROCESS**

#### EASA realized that it is too long





#### **Identified problems**

- EASA proposed CS-LSA and ELA process is only partial solution
- European LSA is not US LSA, it is more like light VLA.

The change of Basic Regulation 216/2008 is needed in any case!

## What can European Commission do for us?

- Realize that Sports and Recreational Aviation needs different treatment and set of rules compared with CAT
- Create specific rules for the Sports and Recreational Aviation
- Cooperate with FAA to create Global LSA system

## What can European Commission and EASA do for us?

- Realize that Sports and Recreational Aviation needs different treatment and set of rules compared with CAT
- Create specific rules for the Sports and Recreational Aviation
- Cooperate with FAA to create Global LSA system



- Support our requests for change of EASA fees&charges
- Create Light Sport Directorate within EASA in order to address the needs of Sports and Recreational Aviation
- Invite representatives of Microlight & LSA industry to working groups dealing with Annex II or LSA
- Start BR010 as soon as possible!



## Change our behaviour! Move from resistance approach to positive offensive approach



#### LOBBY!!

- on all levels starting with national politicians
- We need to reply to all relevant EASA NPA
  - We need to explain to European Commission what we want – GLOBAL LSA
  - This message must come from all organisations representing Sports and Recreation Aviation as well as from the manufacturers

## Possible solution - European Commission and EASA

- Commisson must answer following questions:
  - Do You want to have Sports&Recreational Aviation in Europe?
  - So You agree that the S&R Aviation needs different rules than CAT?
- If the answer is **YES**:
  - Require EASA to create separate rules for the needs of S&R
     Aviation ASAP
     Create within EASA separate Directorate for sport and recreational
     aviation
- If the answer is **NO**:
  - IT IS NECESSARY TO CHANGE EC



#### **QUESTIONS?**

#### THANK YOU!