

Europe Air Sports proposes an amendment to the EASA version of the proposal for modification of Regulation 1592 as shown in the left hand column. The right hand column contains the original EASA proposal for easy crosschecking. The reasons for amending are explained in the covering letter and the explanations of each proposed change.

Europe Air Sports version 16.06.2005	EASA Version rule_Modif_1592%20_final
<p>Aircraft to which Article 4(1), (2) and (3) does not apply are aircraft that are within one or more of the categories of this annex set out below:</p> <p>(a) historic aircraft meeting the criteria below:</p> <p style="padding-left: 20px;">(i) aircraft whose:</p> <ul style="list-style-type: none"> <li>– initial design was established at least 50 years ago and</li> <li>– production has been stopped at least 30 years ago</li> </ul> <p>or</p> <p style="padding-left: 20px;">(ii) aircraft having a clear historical relevance, related to:</p> <ul style="list-style-type: none"> <li>– a participation in a noteworthy historical event; or</li> <li>– a major step in the development of aviation; or</li> <li>– a major role played into the armed forces of a Member State</li> </ul> <p>(b) aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers;</p> <p>(c) aircraft of which at least 51 % is built by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objective;</p> <p>(d) aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the Agency;</p> <p>(e) aeroplanes, helicopters and powered parachutes having no more than two seats, and a maximum take-off mass (MTOM), as recorded by the Member States, of no more than:</p> <ul style="list-style-type: none"> <li>(i) 300 kg for a land plane/helicopter, single seater; or</li> <li>(ii) 450 kg for a land plane/helicopter, two seater;</li> </ul>	<p>Aircraft to which Article 4(1), (2) and (3) does not apply are aircraft that are within one or more of the categories of this annex set out below:</p> <p>(a) historic aircraft meeting the criteria below:</p> <p style="padding-left: 20px;">(i) non complex aircraft whose:</p> <ul style="list-style-type: none"> <li>– initial design was established before 01.01.1955 and</li> <li>– production has been stopped before 01.01.1975.</li> </ul> <p>or</p> <p style="padding-left: 20px;">(ii) aircraft having a clear historical relevance, related to:</p> <ul style="list-style-type: none"> <li>– a participation in a noteworthy historical event; or</li> <li>– a major step in the development of aviation; or</li> <li>– a major role played into the armed forces of a Member State</li> </ul> <p>(b) aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers;</p> <p>(c) aircraft of which at least 51 % is built by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objective;</p> <p>(d) aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the Agency;</p> <p>(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:</p> <ul style="list-style-type: none"> <li>(i) 300 kg for a land plane/helicopter, single seater; or</li> <li>(ii) 450 kg for a land plane/helicopter, two seater; or</li> <li>(iii) 330 kg for an amphibian or floatplane/helicopter single seater; or</li> <li>(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;</li> <li>(v) 472.5 kg for a land plane, two seater</li> </ul>

<p>plus an additional mass allowance of 10 % of the above masses for amphibian or floatplane/helicopter and/or 5 % of the above masses if equipped with an airframe mounted total recovery parachute system.</p> <p>and, for aeroplanes, having the stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS)</p> <p>(f) single and two seater gyroplanes with a maximum take off mass of no more than 560 kg;</p> <p>(g) 'ultra light' gliders with a structural mass, of no more than 80kg when single seater or 100 kg when two seater, including those which are foot launched;          or a maximum empty mass of 120 kg when single seater or 140 kg when two seater, including those which are foot launched.</p> <p>(h) 'light sailplanes and powered light sailplanes' with a maximum take-off mass (MTOM) of no more than 300 kg when single seater or 450 kg when two seater, plus an additional 5 % mass allowance of the above masses if equipped with an airframe mounted total recovery parachute system</p> <p>(i) replicas of aircraft meeting the criteria of (a) or (b) or (d) above, for which the structural design is similar to the original aircraft or the external aspects are similar to the original aircraft;</p> <p>(j) un-manned aircraft with an operating mass of no more than 150 kg;</p> <p>(k) any other aircraft which has a maximum empty mass, including fuel, of no more than 70 kg."</p>	<p>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.</p> <p>and, for aeroplanes, having the stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS)</p> <p>(f) single and two seater gyroplanes with a maximum take off mass not exceeding 560 kg;</p> <p>(g) gliders with a maximum empty mass, of less than 80kg when single seater or 100kg when two seater, including those which are foot launched;</p> <p>(h) replicas of aircraft meeting the criteria of (a) or (d) above, for which the structural design is similar to the original aircraft;</p> <p>(i) un-manned aircraft with an operating mass of less than 150 kg;</p> <p>(j) any other aircraft which has a maximum empty mass, including fuel, of less than 70 kg."</p>
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The following text shows the Europe Air Sports proposal for amending the EASA proposal in the full page format:

“Annex II

Aircraft referred to in Article 4(4)

Aircraft to which Article 4(1), (2) and (3) does not apply are aircraft that are within one or more of the categories of this annex set out below:

- (a) historic aircraft meeting the criteria below:
  - (i) aircraft whose:
    - initial design was established at least 50 years ago and
    - production has been stopped at least 30 years ago
  - or
  - (ii) aircraft having a clear historical relevance, related to:
    - a participation in a noteworthy historical event; or
    - a major step in the development of aviation; or
    - a major role played into the armed forces of a Member State
- (b) aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers;
- (c) aircraft of which at least 51 % is built by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objective;
- (d) aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the Agency;
- (e) aeroplanes, helicopters and powered parachutes having no more than two seats, and a maximum take-off mass (MTOM), as recorded by the Member States, of no more than:
  - (i) 300 kg for a land plane/helicopter, single seater; or
  - (ii) 450 kg for a land plane/helicopter, two seater; or

plus an additional mass allowance of 10 % of the above masses for amphibian or floatplane/helicopter and/or 5 % of the above masses if 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)
- (f) single and two seater gyroplanes with a maximum take off mass of no more than 560 kg;
- (g) 'ultra light' gliders with a structural mass, of no more than 80kg when single seater or 100 kg when two seater, including those which are foot launched;  
or a maximum empty mass of 120 kg when single seater or 140 kg when two seater, including those which are foot launched.
- (h) 'light sailplanes and powered light sailplanes' with a maximum take-off mass (MTOM) of no more than 300 kg when single seater; or 450 kg when two seater, plus an additional 5 % mass allowance of the above masses if equipped with an airframe mounted total recovery parachute system
- (i) replicas of aircraft meeting the criteria of (a) or (b) or (d) above, for which the structural design is similar to the original aircraft or the external aspects are similar to the original aircraft ;
- (j) un-manned aircraft with an operating mass of no more than 150 kg;
- (k) any other aircraft which has a maximum empty mass, including fuel, of no more than 70 kg