Revised Resolution for the IAOPA World Assembly: Proposal for the Revision of EASA Light Sport Aircraft (LSA) Classification in Line with Global Standards

**Whereas** the International Council of Aircraft Owner and Pilot Associations (IAOPA) is committed to advocating for the interests and safety of General Aviation;

**Whereas** addressing environmental concerns in aviation, particularly regarding energy consumption and noise pollution, is increasingly imperative;

**Whereas** technological advancements have led to the development of more efficient aircraft with reduced environmental impact, but the regulatory framework has not kept pace, especially concerning Light Sport Aircraft (LSA);

**Whereas** the current LSA legislation under EASA has faced significant challenges in adoption due to its complexity, cost, and misalignment with national regulations, which have limited its effectiveness and popularity;

**Be It Resolved That the IAOPA World Assembly:**

1. **Recognizes the Need for a Revised LSA Class:** Proposes the revision of the existing Light Sport Aircraft (LSA) classification to reduce complexity, lower costs, and enhance market relevance and global harmonization.
2. **Aligns with International Standards:** Seeks to align the revised LSA classification more closely with global initiatives such as the Modernization of Special Airworthiness Certificates (MOSAIC) regulations adopted in the USA, facilitating easier adoption and operation across borders.
3. **Defines Revised Characteristics of the LSA Class:** The revised class should:
	* **Passenger Capacity:** Allow for up to one passenger, reflecting practical usability.
	* **Noise and Environmental Standards:** Meet stringent noise and environmental standards to minimize the impact on communities and ecosystems.
	* **Adaptability in Design and Operation:** Emphasize flexibility in design and operation, allowing for innovative technologies and alternative fuels to reduce CO2 emissions and enhance energy efficiency.
	* **Simplified Maintenance and Licensing Requirements:** Streamline continuing maintenance instructions and licensing requirements to support the safe operation of the aircraft while ensuring accessibility for pilots and maintainers.
	* **Weight and Power Parameters:** Emphasizes the importance of defining meaningful specific technical quantitative criteria such as Wing Loading limits instead of MTOW as the means by which stall speeds and landing distances are calculated as well as engine power loading instead of engine power to assure adequate climb gradients.
		1. Are sold with adequate Continuing Maintenance Instructions to enable maintainers to support the safe operation of the aircraft.
		2. Require pilots of this class to hold at least a Private pilot licence.
4. **Urges Regulator Collaboration:** Calls for proactive collaborative efforts among manufacturers, regulators, and aviation communities to research, develop, and implement the revised LSA standards, thereby enhancing the development of a harmonious global standard.
5. **Advocates for Harmonized Regulation Updates:** Encourages the recognition and integration of the revised LSA classification into existing regulatory frameworks across EU states, ensuring its global adoption and decreasing the regulatory burden.
6. **Commits to Environmental Stewardship:** Reinforces IAOPA’s commitment to environmentally sustainable practices in General Aviation through the adoption of a more accessible and efficient LSA class, aiming to reduce the overall carbon footprint of aviation.
7. **Establishes a Dedicated Advocacy Group:** Proposes the formation of a dedicated group to oversee the development and advocacy of this revised classification, ensuring that it meets both safety and environmental objectives.
8. **Calls for ICAO Consideration:** Be it further resolved that this resolution be forwarded to the International Civil Aviation Organization (ICAO) Regional Office in Paris for consideration, and that IAOPA member organizations actively support initiatives aimed at the development and adoption of the revised LSA class.

**This resolution is submitted to the IAOPA World Assembly by:**

AOPA Luxembourg