

# Part 21 Regulatory Update

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Carl Garvie - EASA Project Certification Manager - VTOL

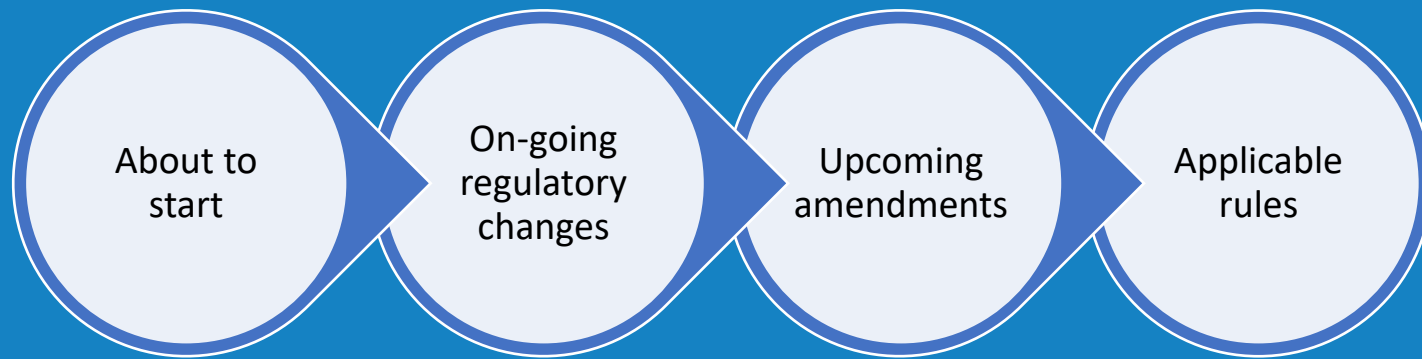


**Certification  
Conference**

*October 24, 2023  
Cologne*

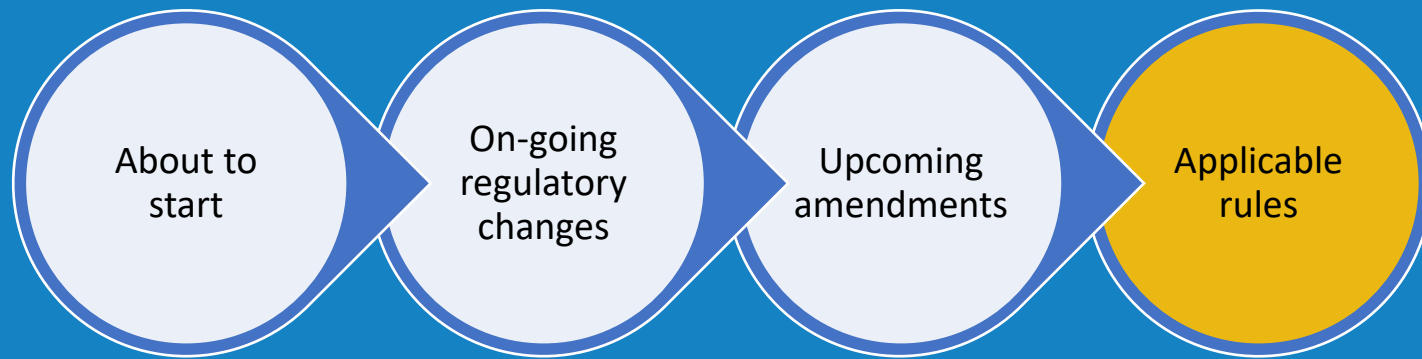
# Certification Conference

October 24, 2023  
Cologne



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# Safety Management Systems

*RMT.0251*

Organisational safety



Design/Quality  
Assurance

SMS

Product safety



Certification Specifications



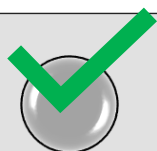
# Safety Management Systems

*RMT.0251*



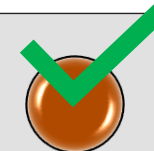
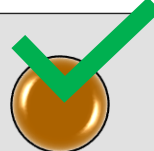
## EASA Opinion

▪ 4/2020



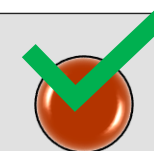
## AMC & GM Pack 1

• Dec 2022



## AMC & GM Pack 2

• Oct 2023



## IR 2022/203

Adopted on 14 Feb 2022

## DR 2022/201

Adopted on 10 Dec 2021

Published on 15 Feb 2022

## Applicability

- 7 March 2023
- 2 years to close findings



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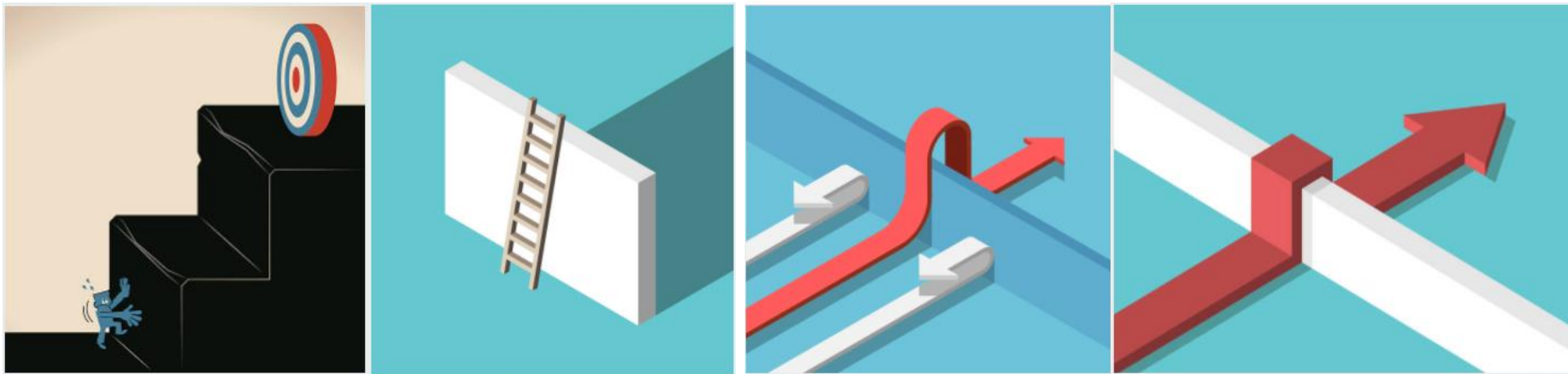
# Part 21 Light

Introducing proportionality for General Aviation

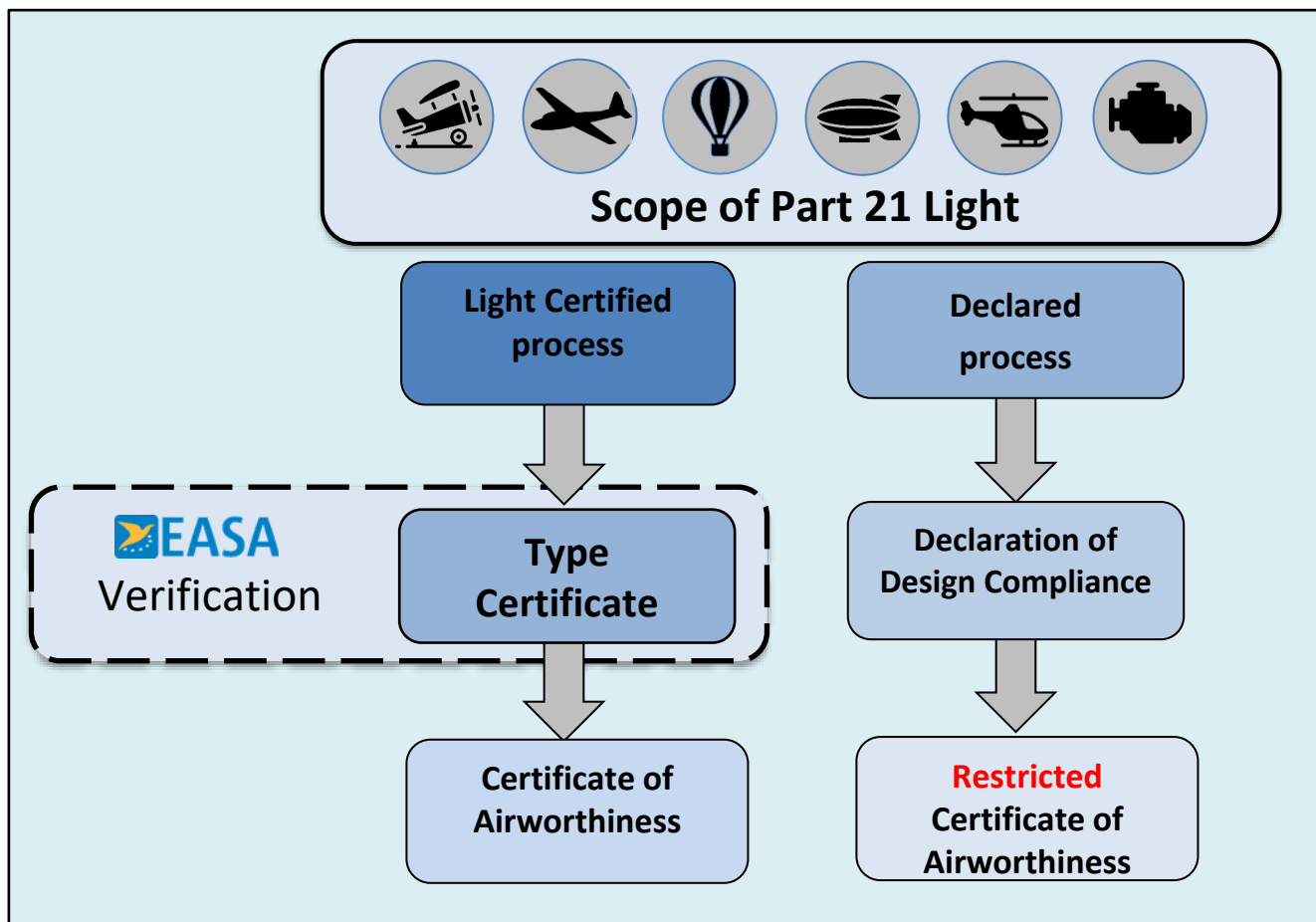
# Part 21 Light- Main objectives



Enable the application of a **proportionate approach** for products that are considered to **pose less risk** when compared with other more complex products.



# Part 21 Light- Overview



**Part 21 – ELA 1 and ELA 2 remains an option for applicants**



# Part 21 Light- Scope



## Light Declared aircraft

Aeroplanes with a MTOM of **1 200 kg** or less with a seating configuration of **maximum 2 persons**;



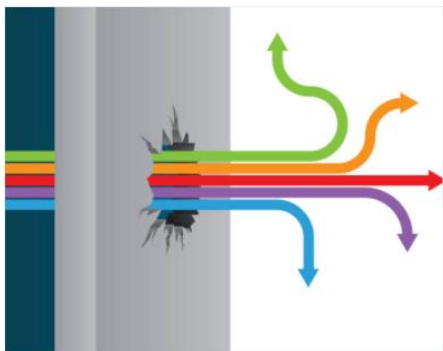
Sailplanes or powered sailplanes of **1 200 kg** MTOM or less;



Balloons designed for **maximum 4 persons**;



Hot air airships designed for **maximum 4 persons**.



## Light Certified aircraft

Aeroplanes with a MTOM of **2 000 kg** or less with a seating configuration of **maximum 4 persons**;

Sailplanes or powered sailplanes of **2 000 kg** or less;

All balloons;

Hot air airships;  
Passenger gas airships designed for **maximum 4 persons**;

Rotorcraft with a MTOM of **1 200kg** or less with a seating configuration of **maximum 4 persons**;  
Gyroplanes;

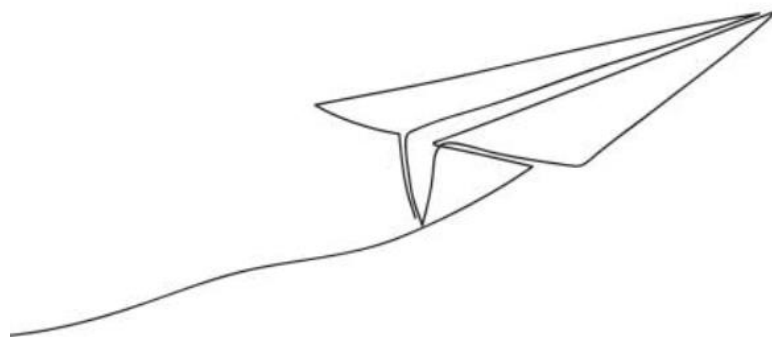
Piston engines and fixed pitch propeller on above



Light Declared aircraft

No formal Design Organisation requirements

Design obligations and responsibilities



Light Certified aircraft

Declared Design Organisation

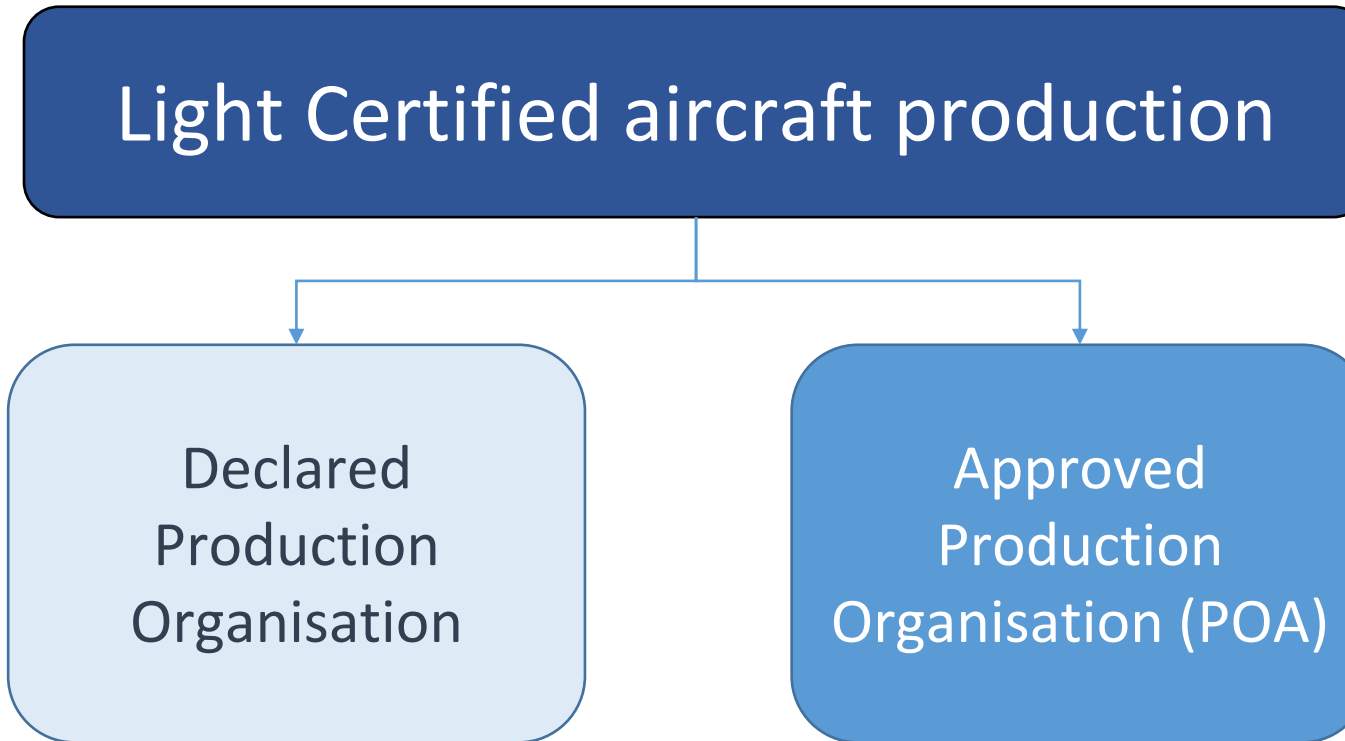
No privileges

Approved Design Organisation (DOA)

Privileges of Part 21 point 21.A.263



# Light Certified- Production capability requirements



EASA Form 52B with further showing<sup>1</sup>  
EASA Form 1 without further showing

Privileges of Part 21  
point 21.A.263

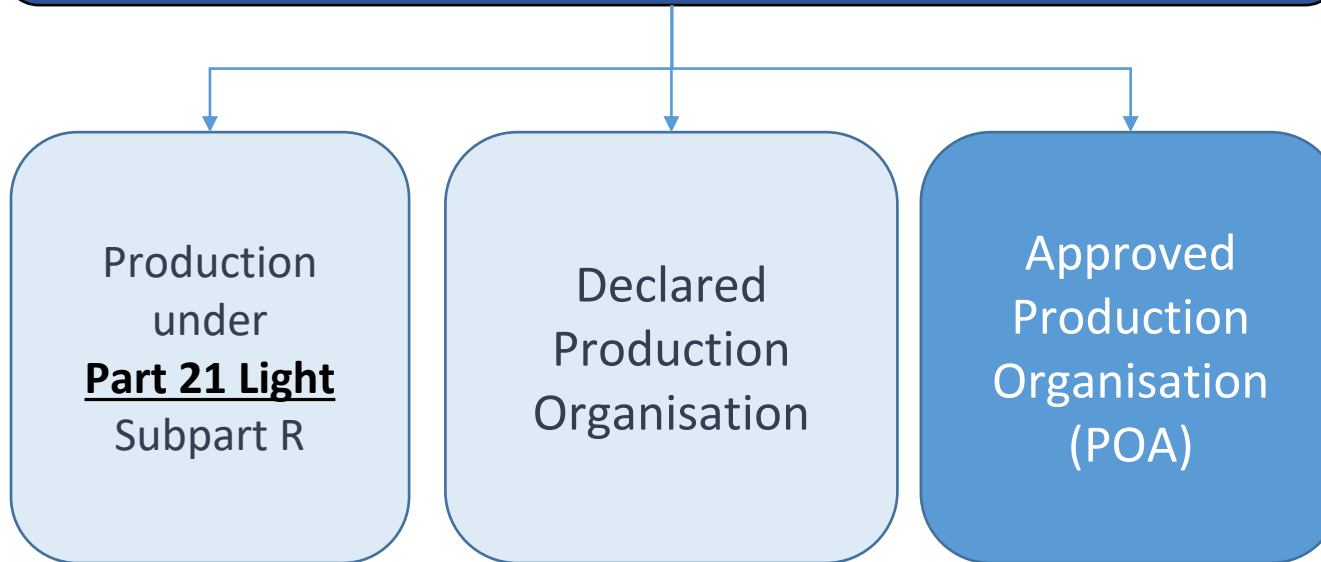
<sup>1</sup> Based upon a risk assessment of the need by the Competent Authority



# Light Declared- Production capability requirements



## Light Declared aircraft production



EASA Form 52B with further showing<sup>1</sup>  
EASA Form 1 without further showing

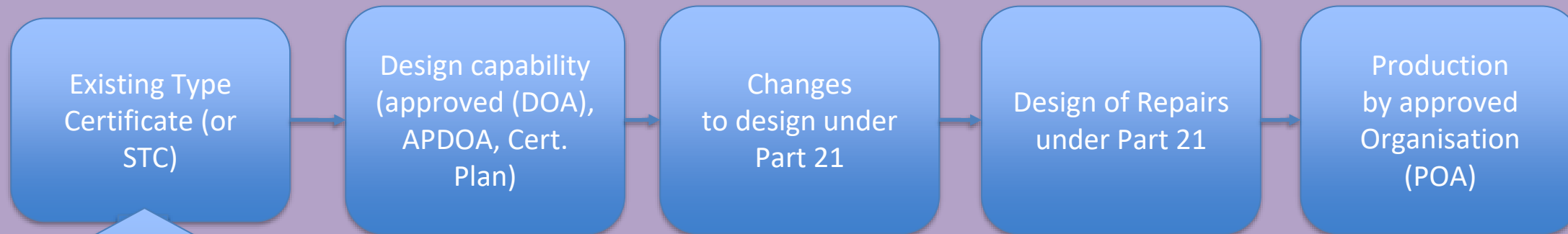
<sup>1</sup> Based upon a risk assessment of the need by the Competent Authority

Privileges of Part 21  
point 21.A.263

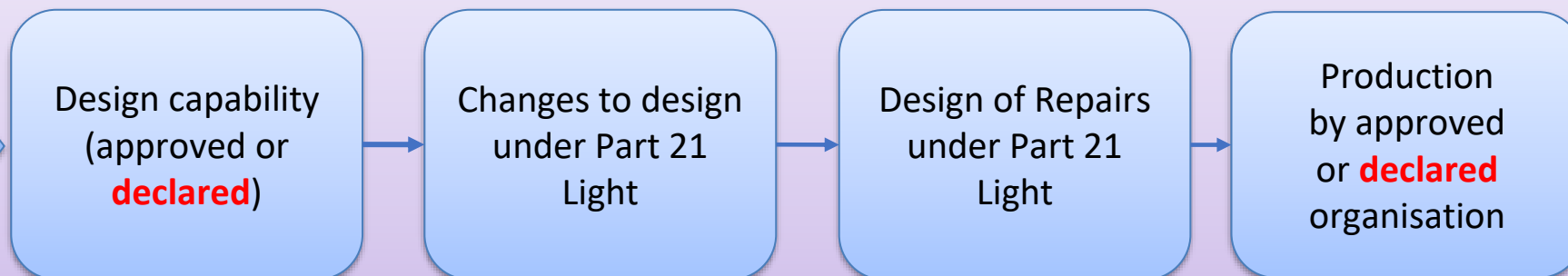




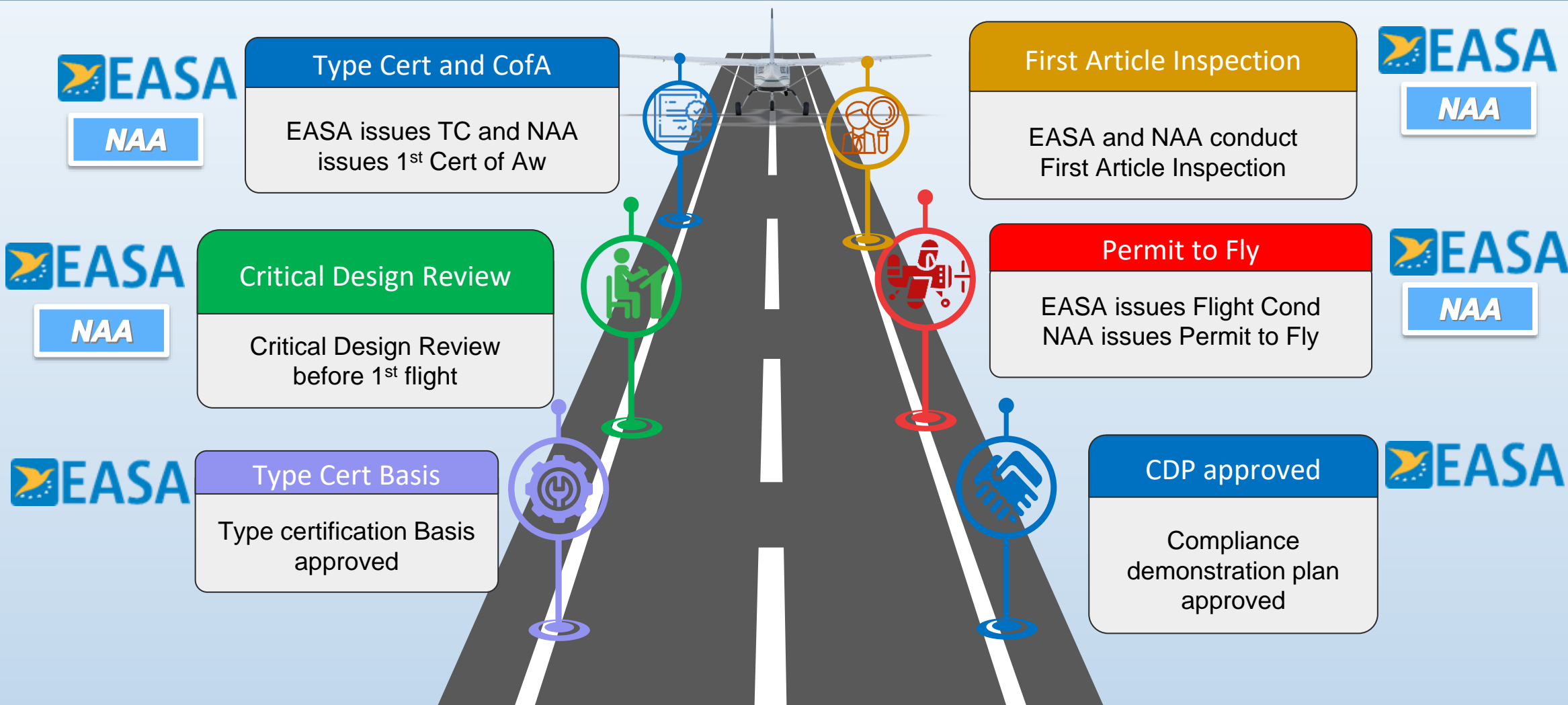
## Current Part 21



**Optional**



## Part 21 Light





NAA

## Registration and RCofA

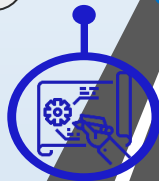
EASA registers declaration and NAA issues 1<sup>st</sup> Restricted Certificate of AW

## Declaration

Declaration of design compliance submitted to EASA

## Safety Review

Safety Review conducted before 1<sup>st</sup> flight



## First Article Inspection

EASA and NAA conduct First Article Inspection

## Permit to Fly

EASA issues Flight Cond  
NAA issues Permit to Fly

## CDP developed

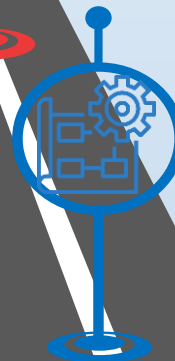
Compliance Demonstration Plan developed and technical standards chosen



NAA



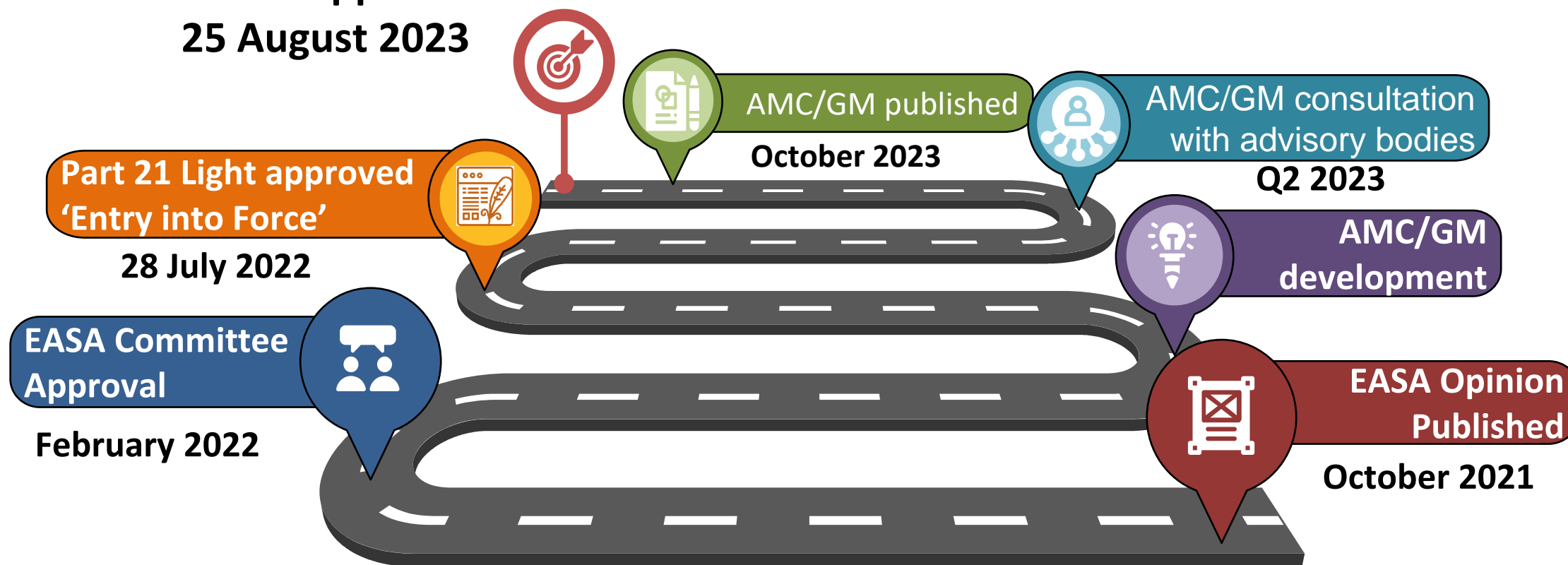
NAA



NAA



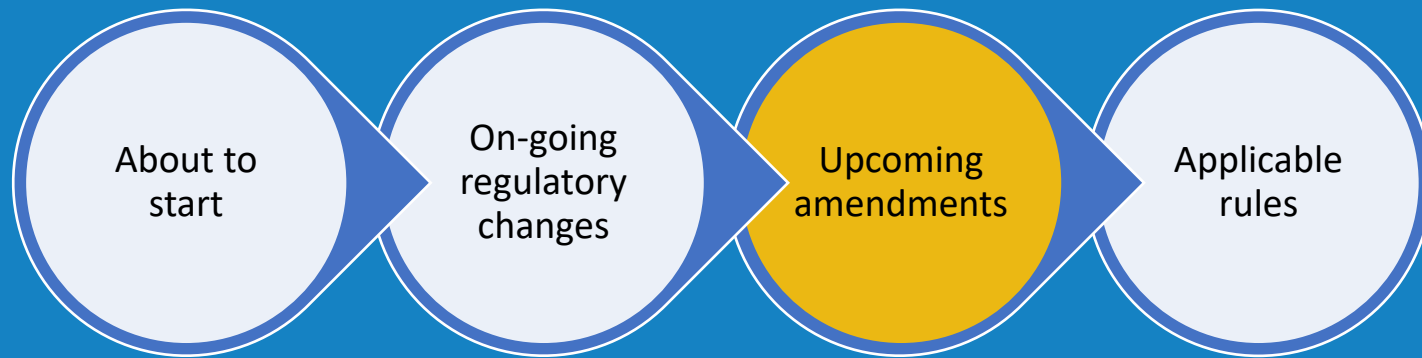
**Part 21 Light  
became 'applicable'  
25 August 2023**





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# Information Security

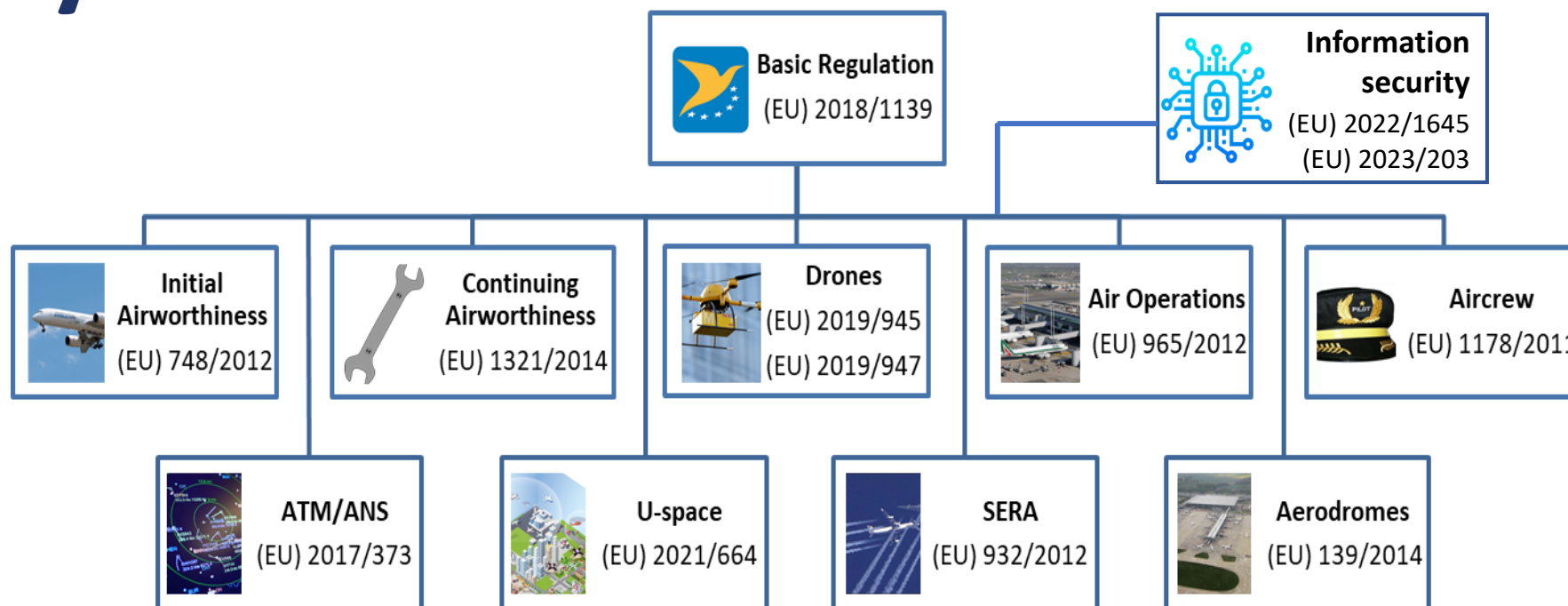
*RMT.0720*





# Information Security

*RMT.0720*



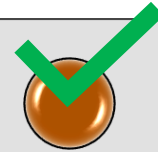
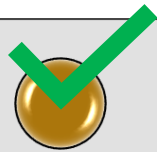
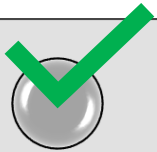


# Information Security

*RMT.0720*

## EASA Opinion

- 3/2021



## AMC & GM

- NPA March 2023
- EDD July 2023



## IR 2023/203

Published on 02/02/2023

## DR 2022/1645

Published on 26/09/2022

## Applicability

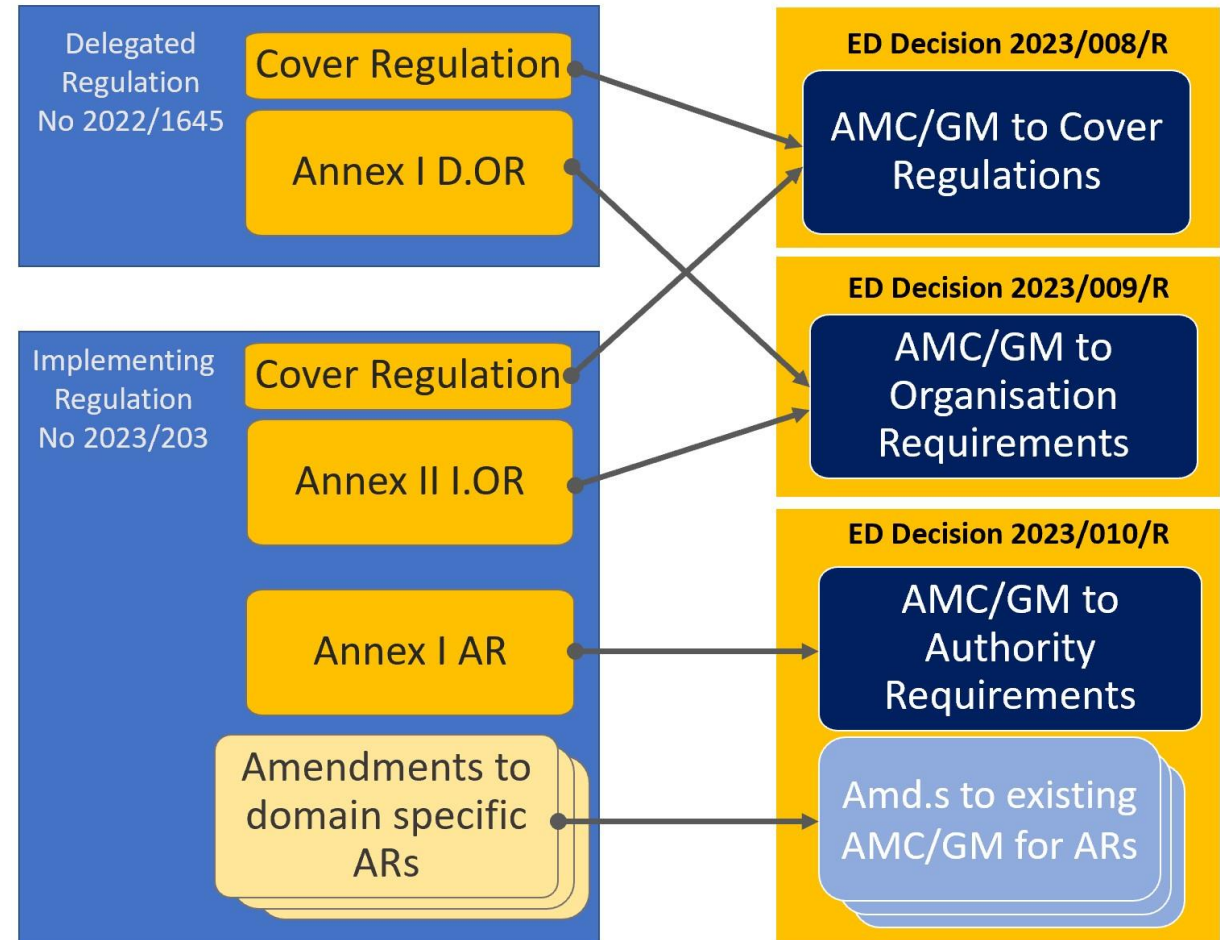
- 22 February 2026 for the IR
- 16 October 2025 for the DR





# Information Security

*RMT.0720*





# UAS and VTOL

*RMT.0230*



**Specific category**  
**High risk**



**Manned Urban Air**  
**Mobility**

**IAW**

**initial airworthiness** of UAS subject to certification

**CAW**

**continuing airworthiness** of UAS subject to certification and operated in the 'specific' category

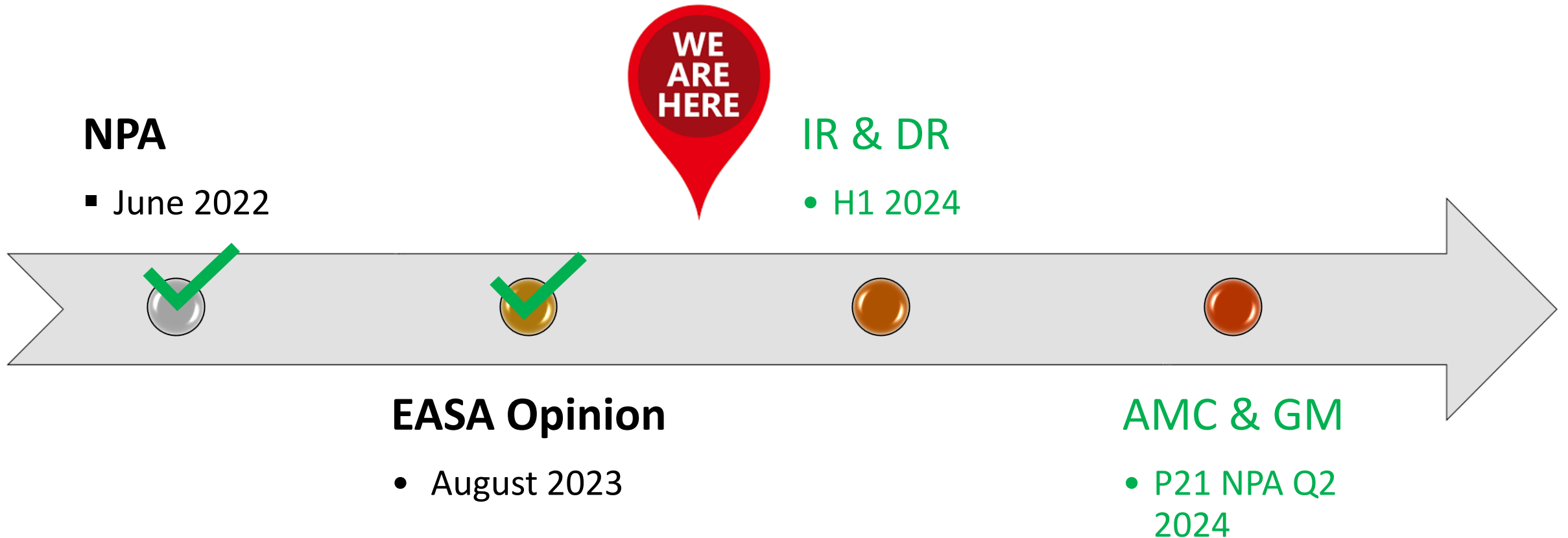
**OPS**

**operational requirements** applicable to manned VTOL-capable aircraft (VCA)



# UAS and VTOL

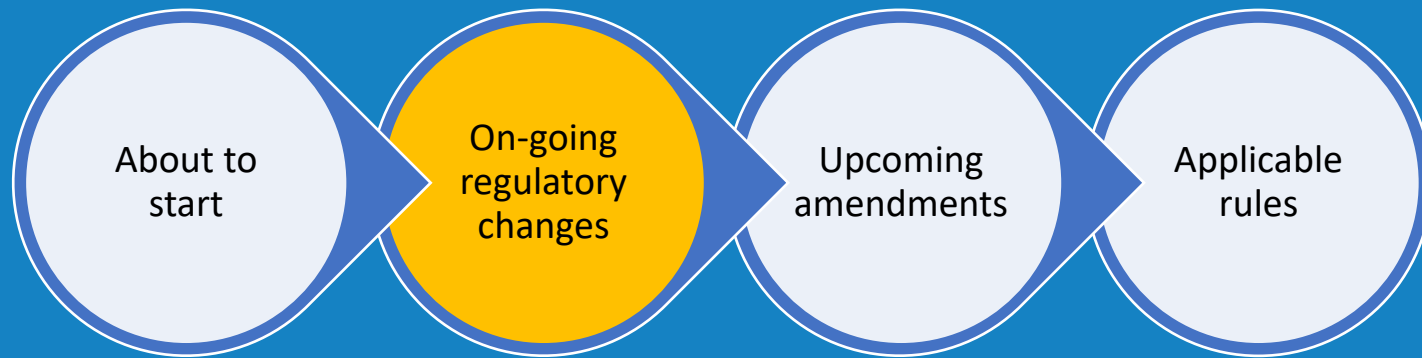
*RMT.0230*





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# Regular Update of Part 21

RMT.0031



**WE  
ARE  
HERE**

**NPA**

- Q4 2023

**AMC & GM**

- EDD Q4 2024

**Opinion**

- Q2 2024

**IR + DR**

- 2025



# Committee on Aviation Environmental Protection (CAEP) RMT.0514



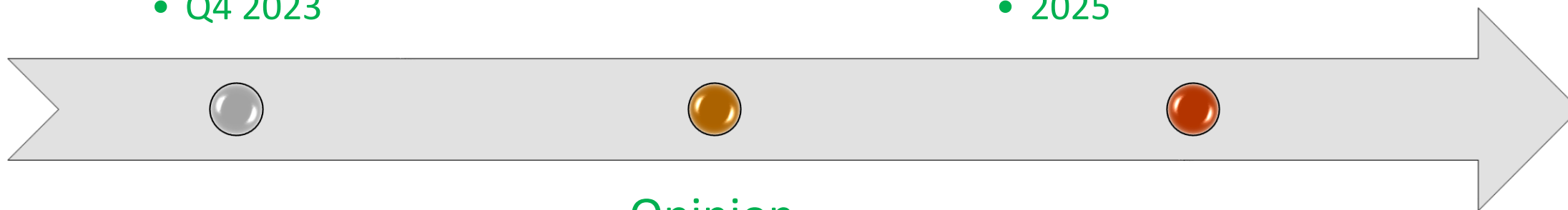
**WE  
ARE  
HERE**

**NPA**

- Q4 2023

**IR + DR + AMC/GM**

- 2025



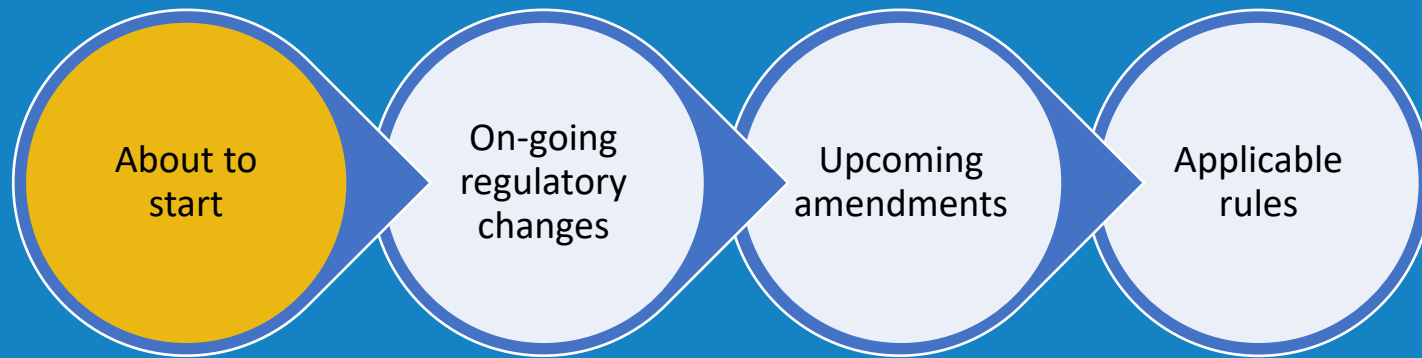
**Opinion**

- Q2 2024



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# What is NIE?

BR Art 3 (29) provides a definition

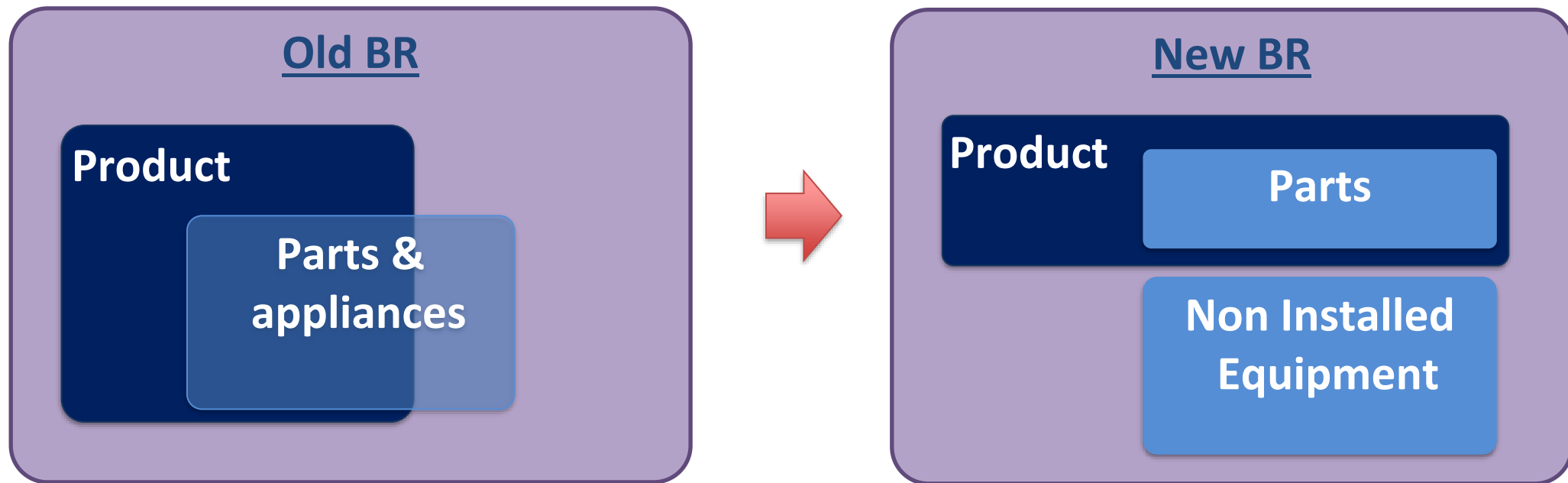
- **any** instrument, equipment, mechanism, apparatus, appurtenance, software or accessory
- **carried** on board of an aircraft by the aircraft operator,
- which is **not a part\***, and
- which is **used** or intended to be used
  - in operating or controlling an aircraft,
  - supports the occupants' survivability, or
  - which could impact the safe operation of the aircraft

\* 'Part' is defined as 'any element of a product, as defined by that product's type design'.





# What is NIE?





# What is NIE?





# NIE | Way forward

- Air Operations Regulation (965/2012) determines which equipment needs to be certified
- For equipment that meets the NIE definition, the existing ETSO process is used
- Optional certification for ‘non-required’ NIE
- Define Continuing Airworthiness provisions for NIE

**NEXT STEP**

NPA to be published by Q3 2024

# Current ETSO process

## APU ETSO



Design Organisation  
Approval Required



Production Organisation  
Approval Required

## All other ETSO articles



**Alternative procedures** to a Design  
Organisation Approval



Production Organisation  
Approval Required





# Future ETSO process

## 'Advanced' ETSO



Most stringent organisational requirements



ETSO authorisation issued by EASA

## 'Standard' ETSO



No significant changes to current organisational requirements (possible alleviations)



ETSO authorisation issued by EASA

## 'Lower risk' ETSO



Possible alleviations to organisational requirements



Possible use of alternatives to EASA issued ETSO Authorisation (i.e. declarations)

**NEXT STEP**

Refine proposal + Assess impact + Seek your input

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# Thank you!