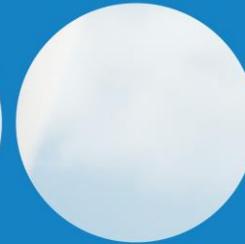


# Part 21 Regulatory Update

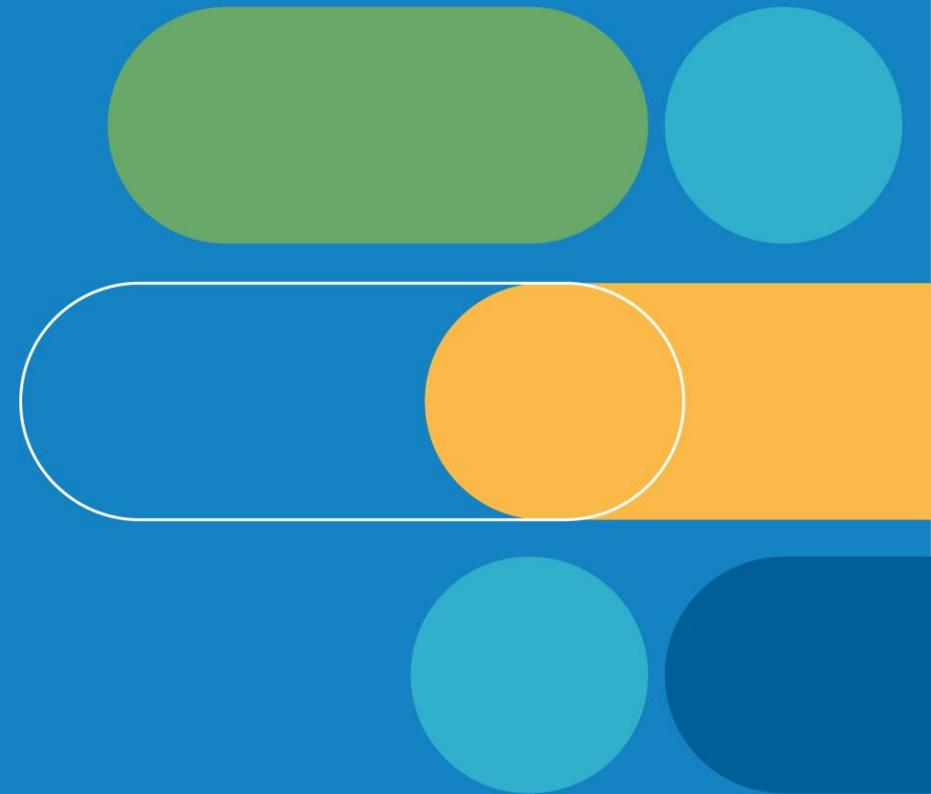
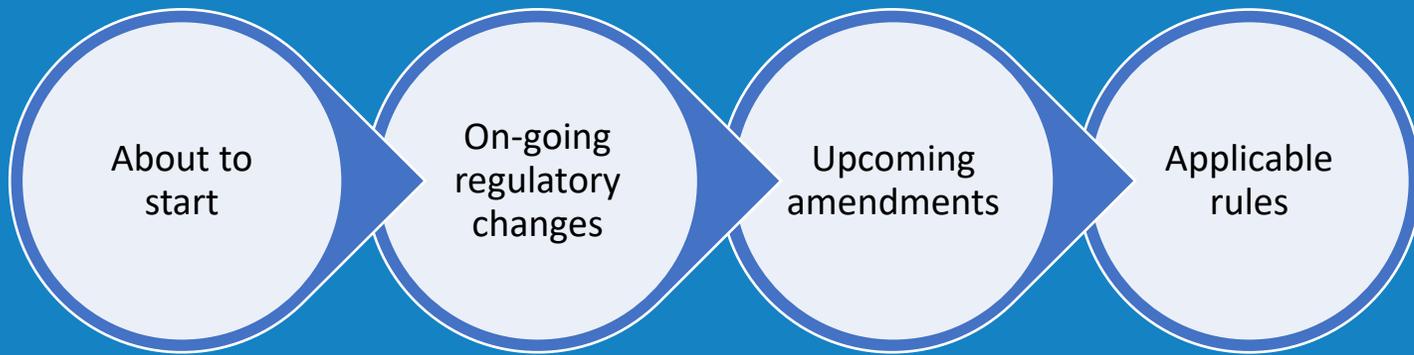
Rodrigo Priego - EASA Section Manager - Initial Airworthiness Standards and Specifications

Carl Garvie - EASA Project Certification Manager - VTOL



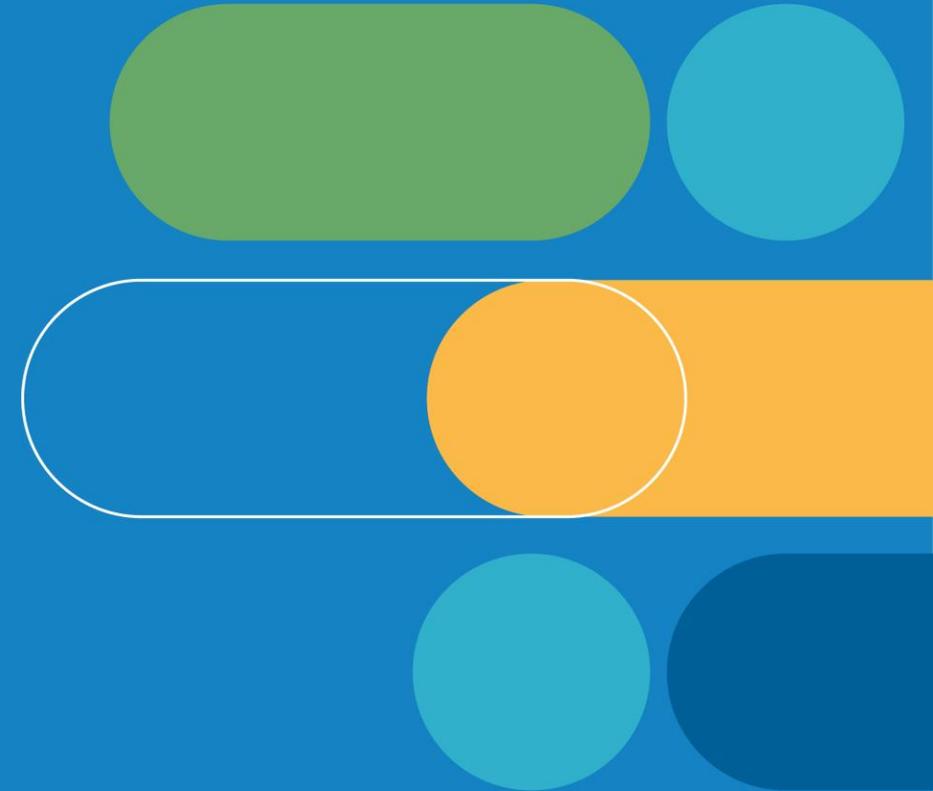
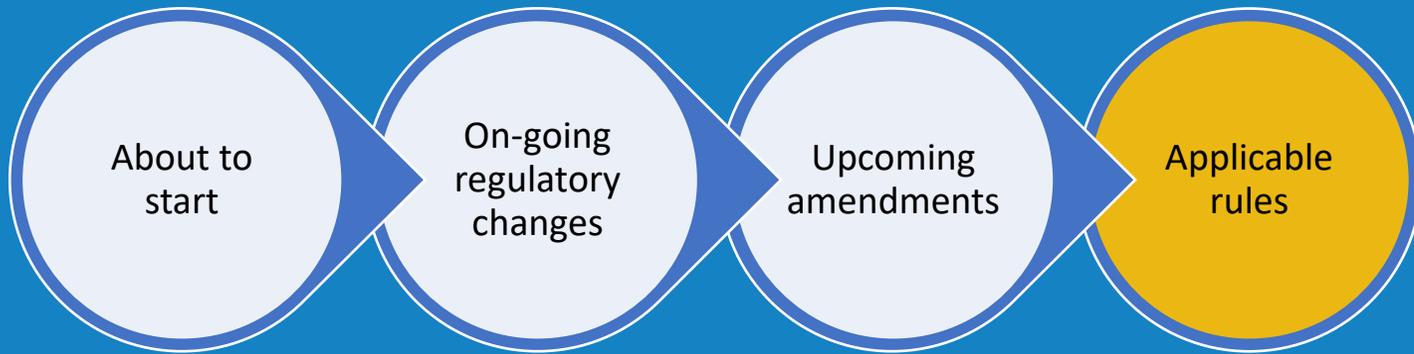
# Certification Conference

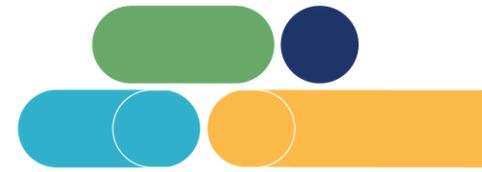
October 24, 2023  
Cologne



# Certification Conference

October 24, 2023  
Cologne





# Safety Management Systems

*RMT.0251*

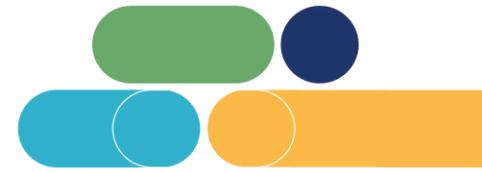
Organisational safety 

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



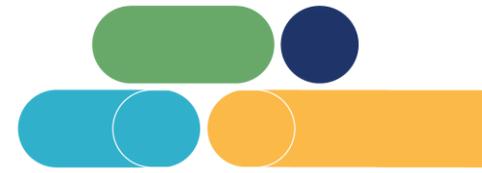
# Certification Conference

October 24, 2023  
Cologne

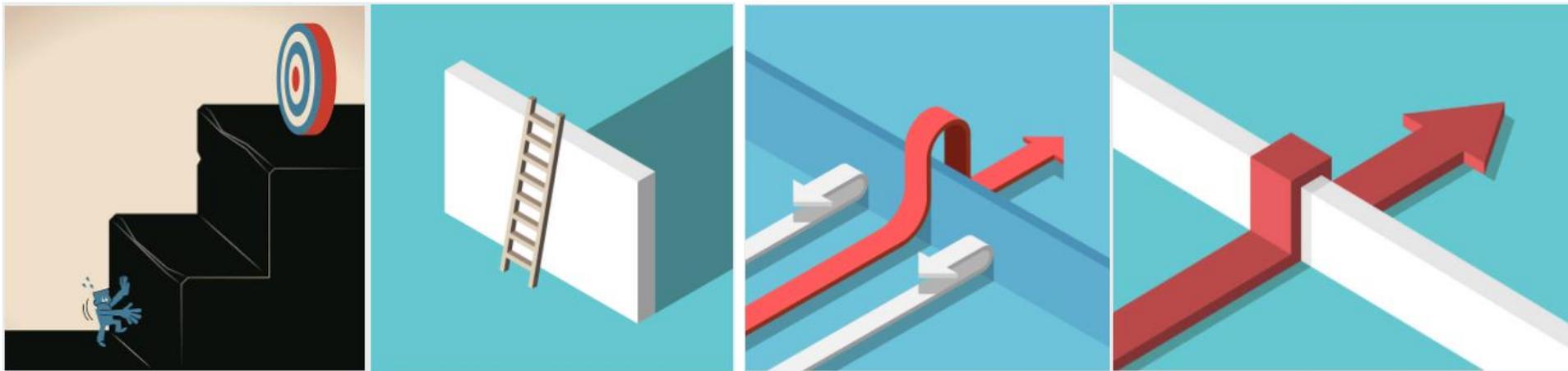
# Part 21 Light

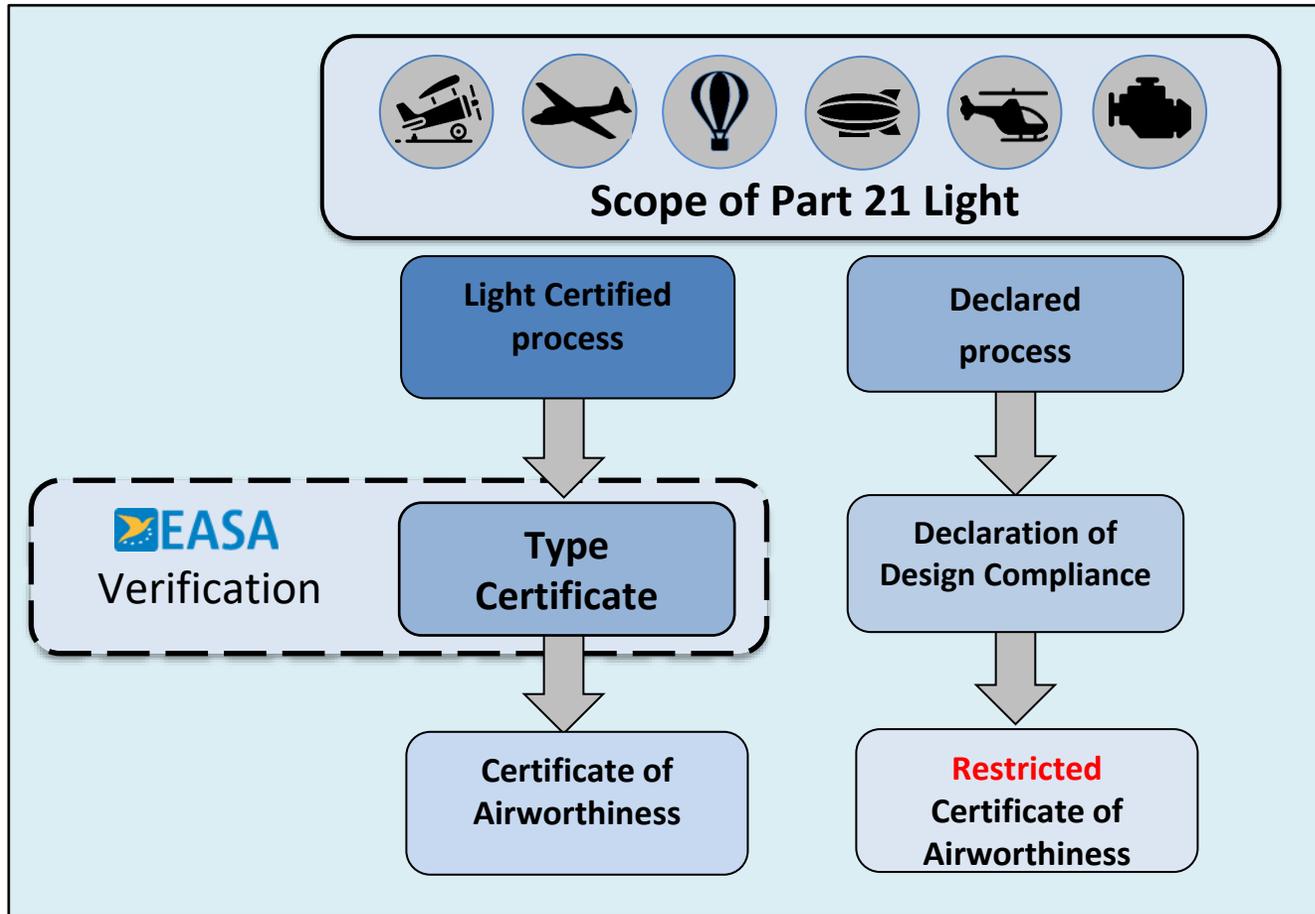
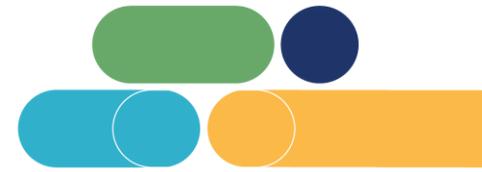
Introducing proportionality for General Aviation

# Part 21 Light- Main objectives



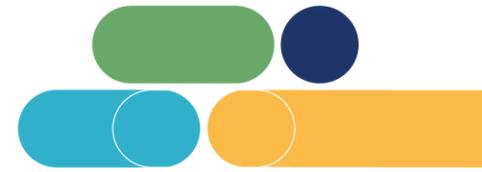
Enable the application of a **proportionate approach** for products that are considered to **pose less risk** when compared with other more complex products.





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

# Part 21 Light- Scope



## Light Declared aircraft

## Light Certified aircraft

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



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

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



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

Balloons designed for **maximum 4 persons**;

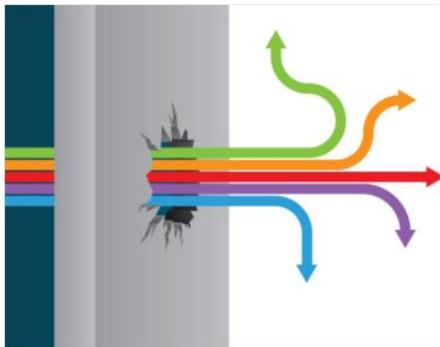


All balloons;

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



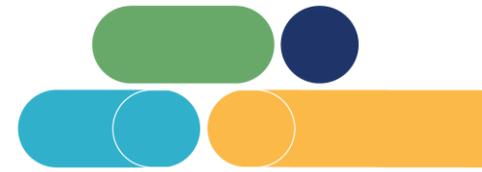
Hot air airships;  
Passenger gas airships designed for **maximum 4 persons**;



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



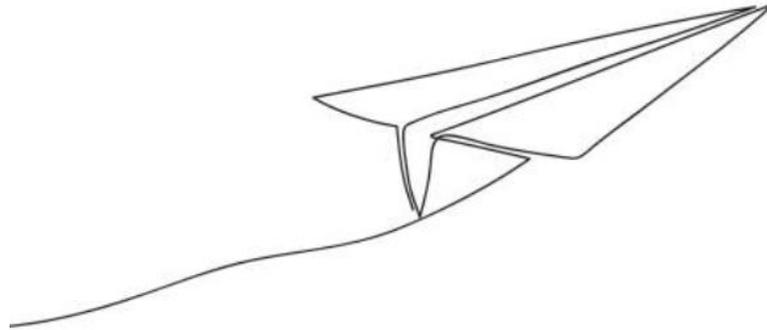
Piston engines and fixed pitch propeller on above



Light Declared aircraft

No formal Design Organisation requirements

Design obligations and responsibilities



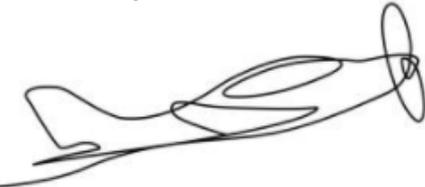
Light Certified aircraft

Declared Design Organisation

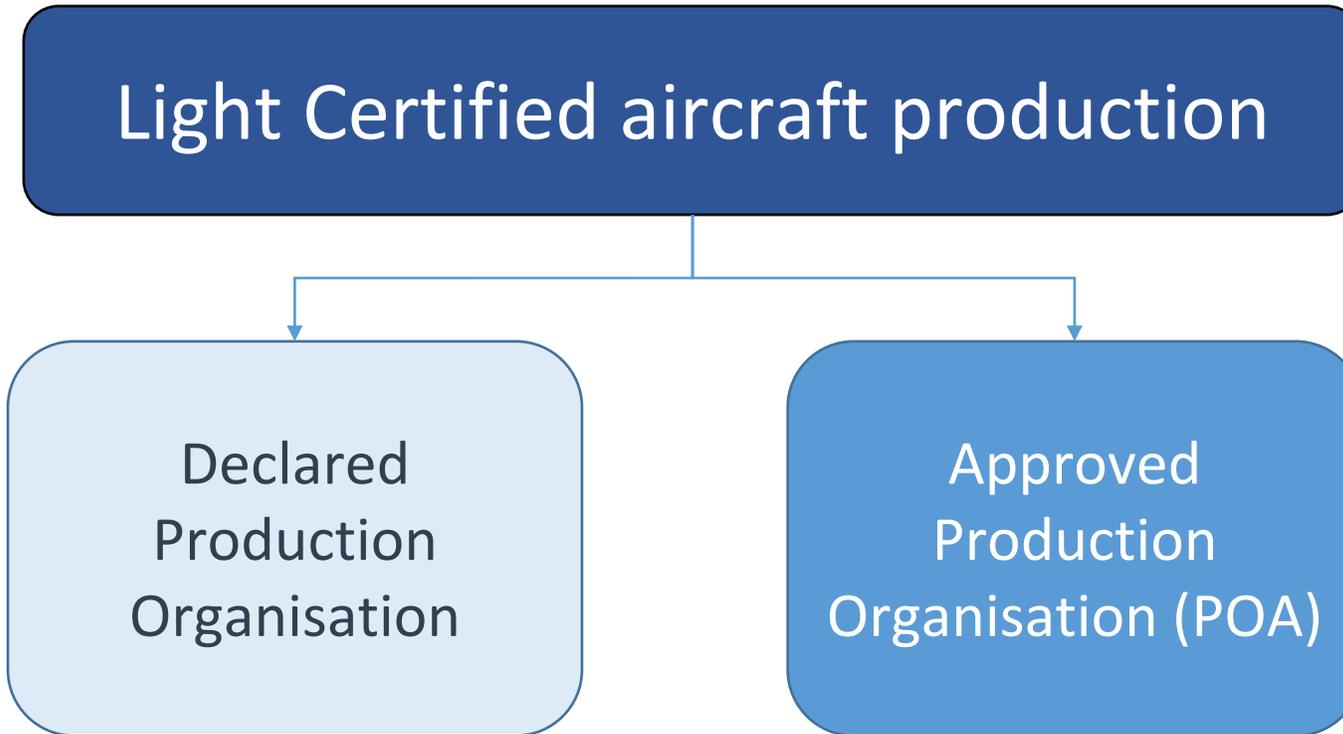
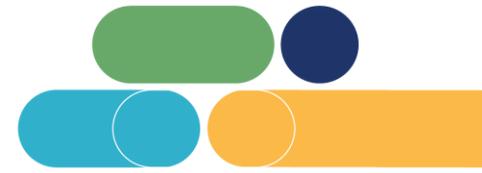
No privileges

Approved Design Organisation (DOA)

Privileges of Part 21 point 21.A.263



# Light Certified- Production capability requirements



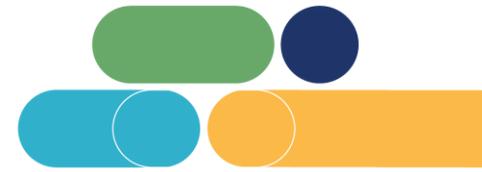
EASA Form 52B with further showing<sup>1</sup>  
EASA Form 1 without further showing

Privileges of Part 21  
point 21.A.263

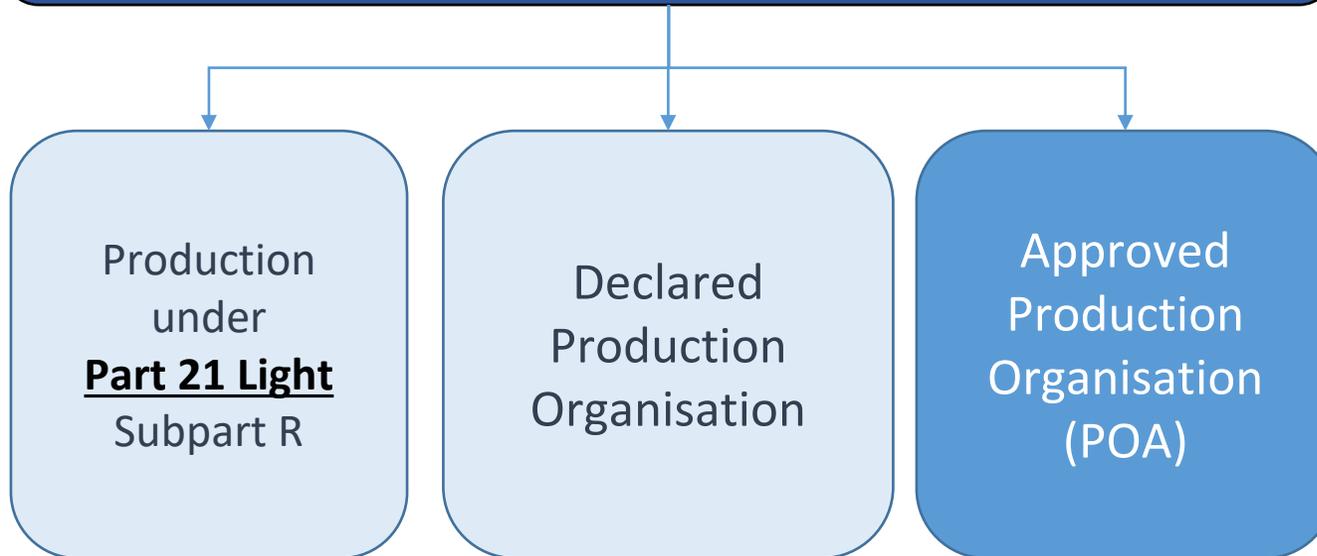
<sup>1</sup> Based upon a risk assessment of the need by the Competent Authority



# Light Declared- Production capability requirements



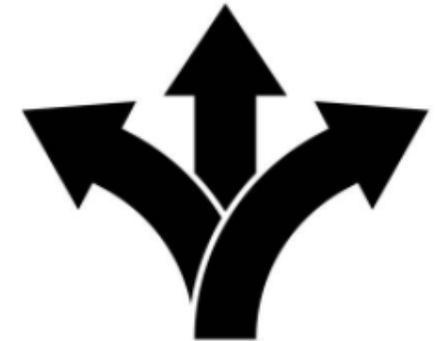
## Light Declared aircraft production

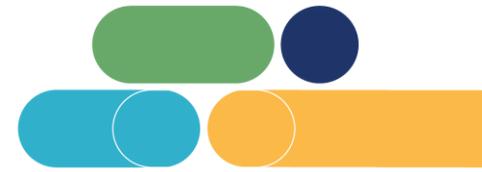


EASA Form 52B with further showing<sup>1</sup>  
EASA Form 1 without further showing

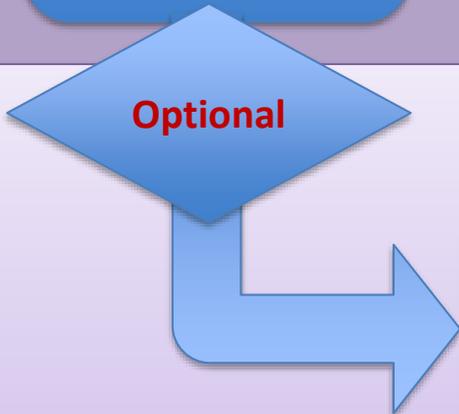
<sup>1</sup> Based upon a risk assessment of the need by the  
Competent Authority

Privileges of Part 21  
point 21.A.263

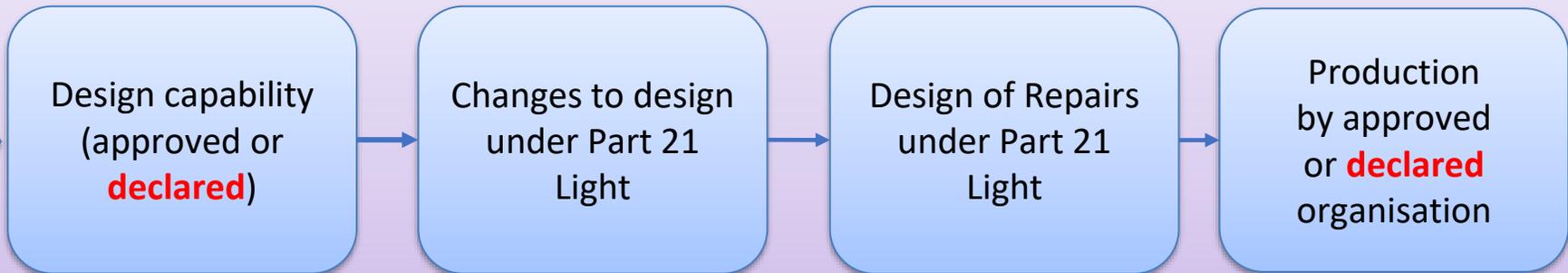


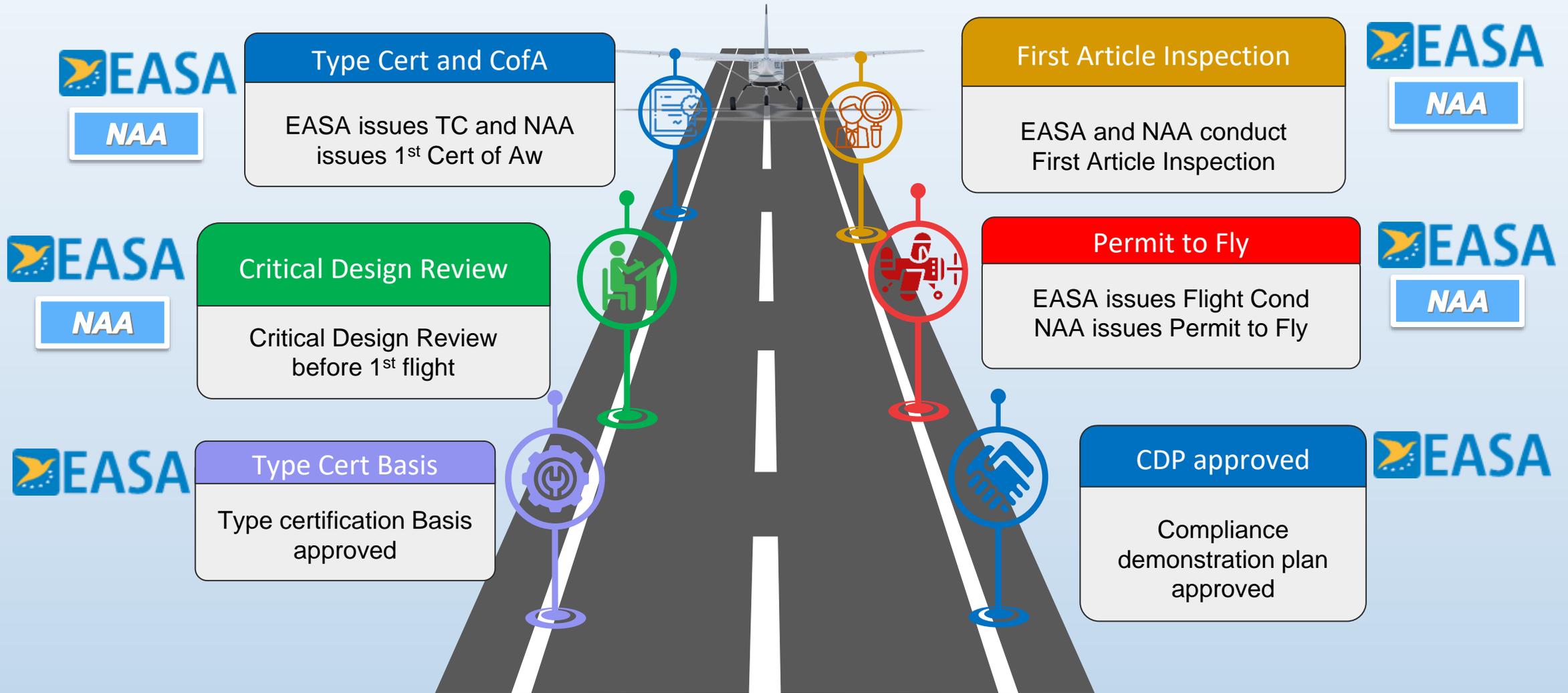
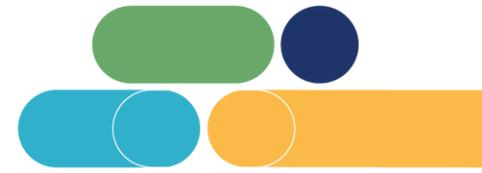


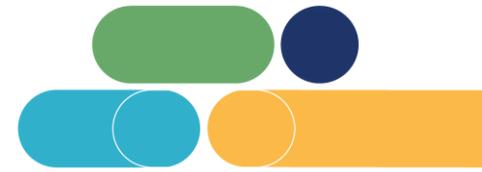
## Current Part 21



## 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

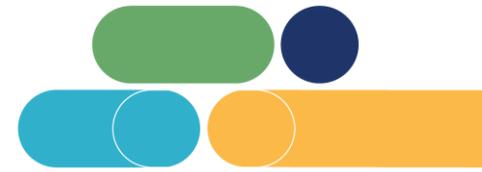
Compliance Demonstration Plan developed and technical standards chosen



**NAA**



**NAA**

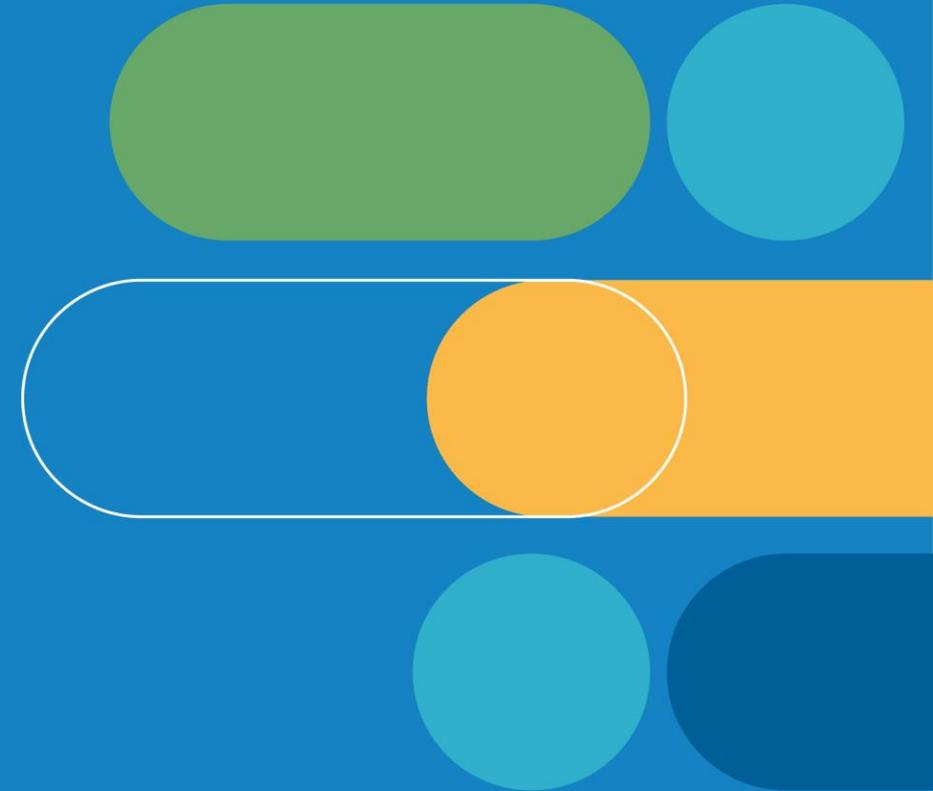
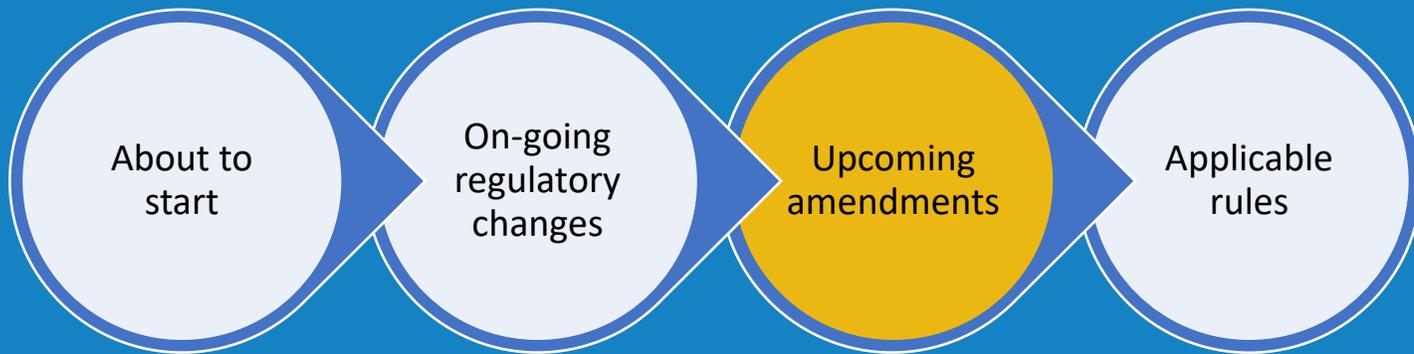


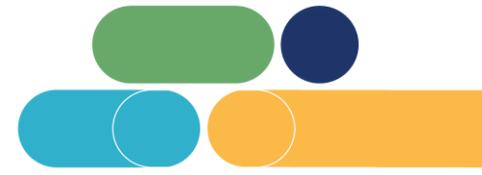
**Part 21 Light  
became 'applicable'  
25 August 2023**



# Certification Conference

October 24, 2023  
Cologne

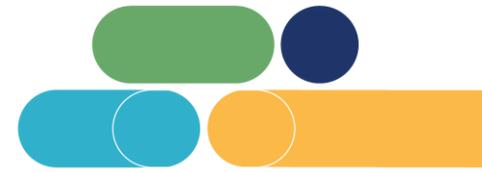




# Information Security

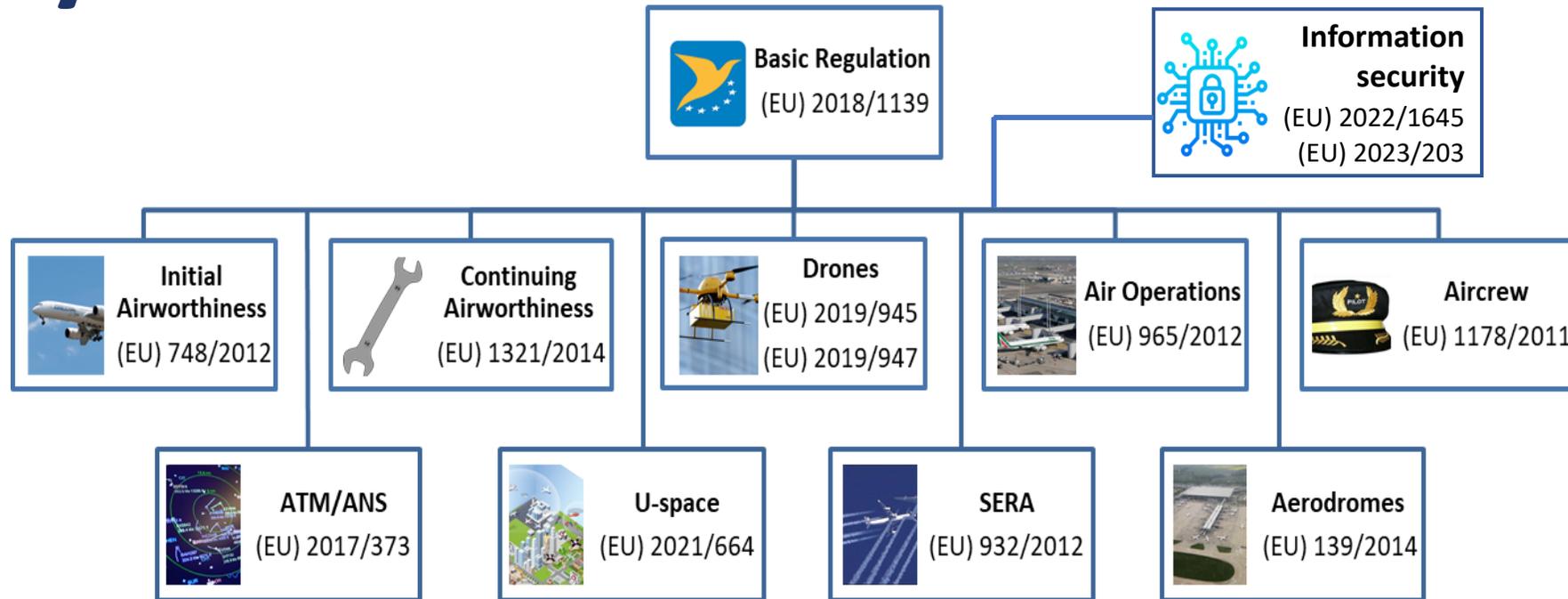
*RMT.0720*





# Information Security

RMT.0720





# Information Security

RMT.0720

## EASA Opinion

- 3/2021

## AMC & GM

- NPA March 2023
- EDD July 2023



## IR 2023/203

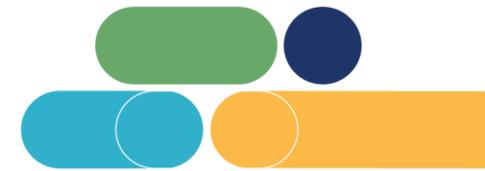
Published on 02/02/2023

## DR 2022/1645

Published on 26/09/2022

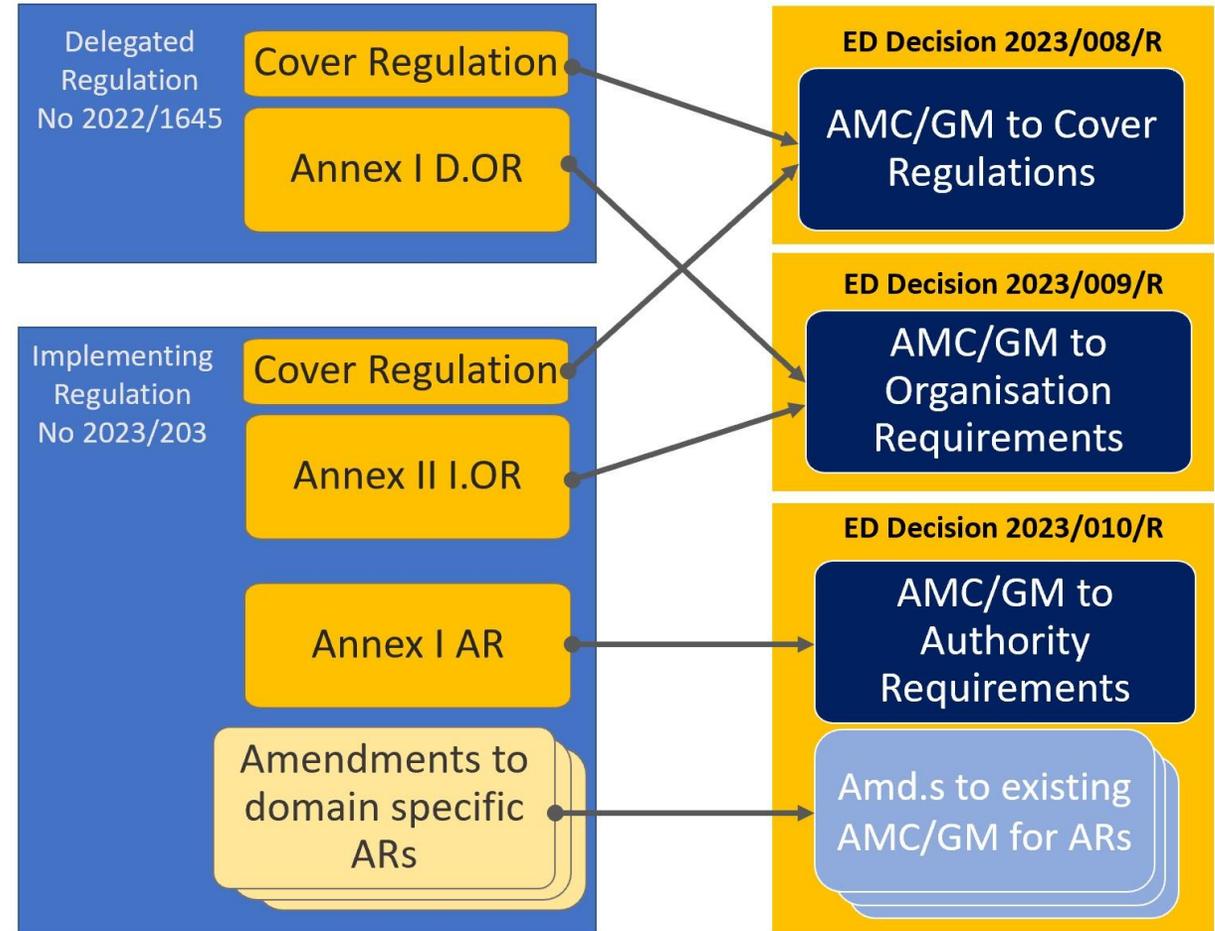
## Applicability

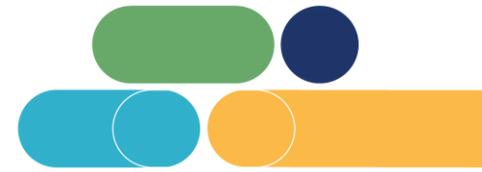
- 22 February 2026 for the IR
- 16 October 2025 for the DR



# Information Security

RMT.0720





# UAS and VTOL

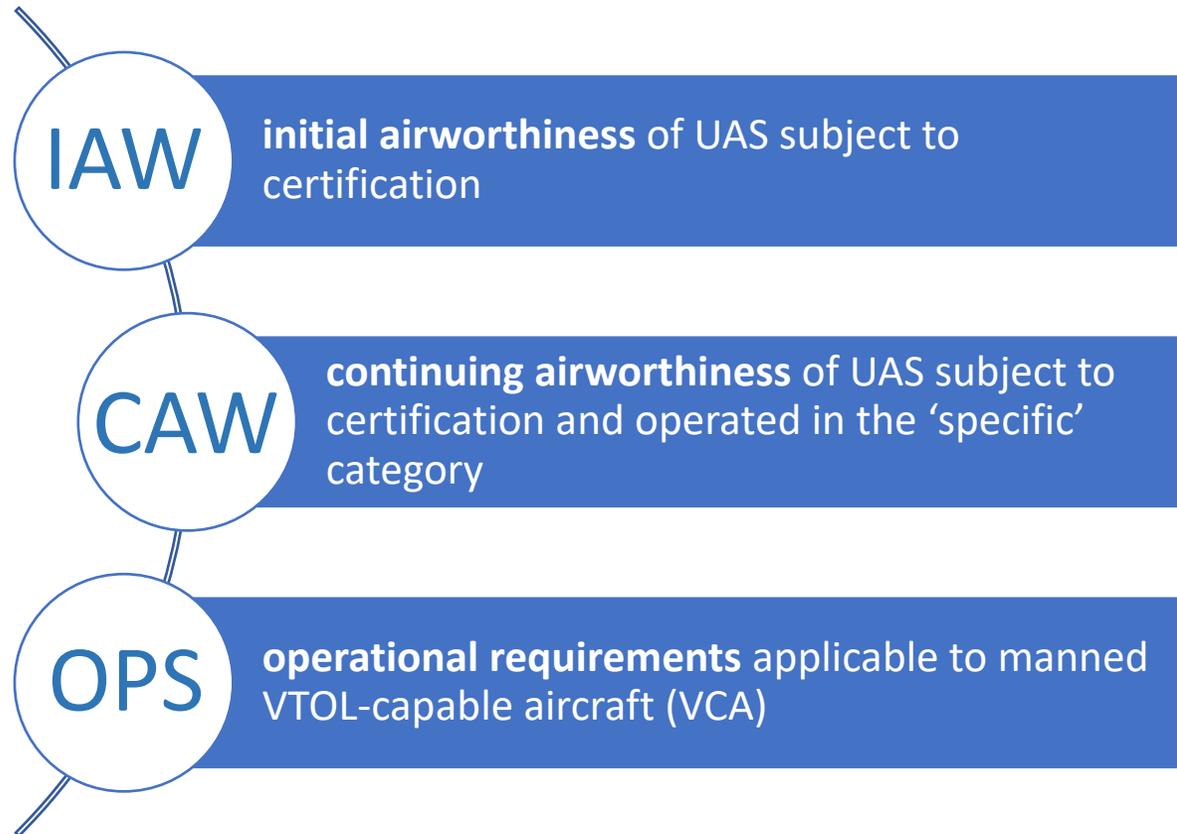
*RMT.0230*

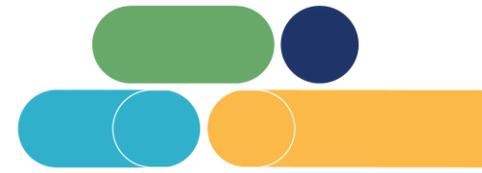


**Specific category**  
**High risk**



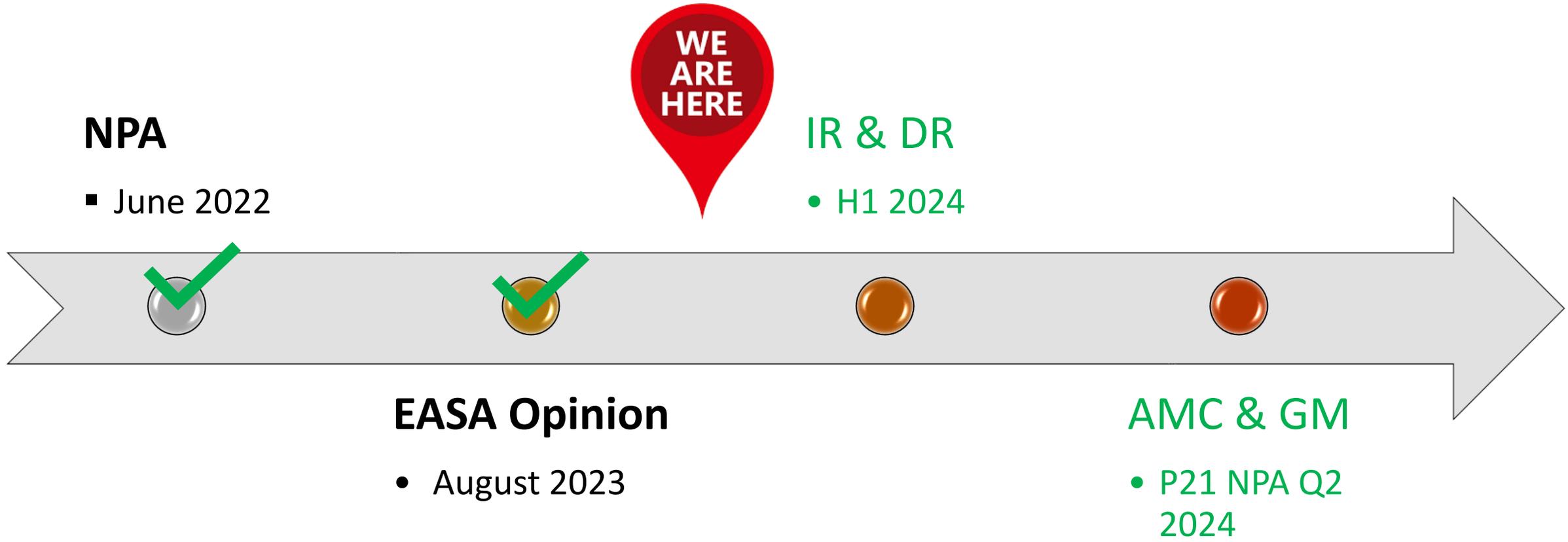
**Manned Urban Air**  
**Mobility**





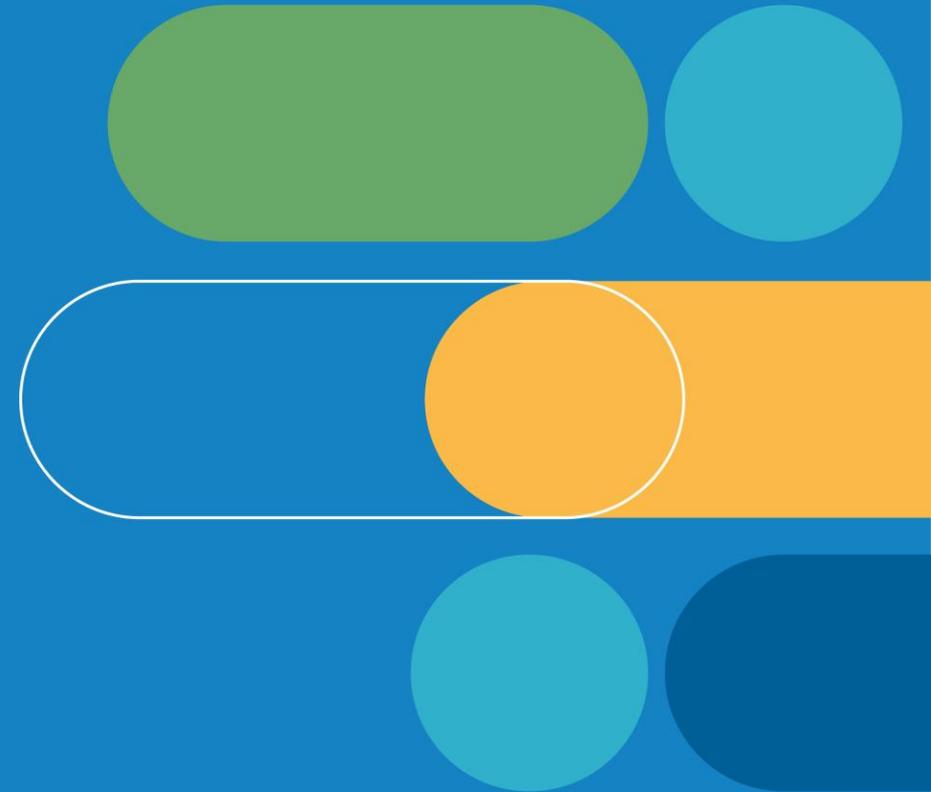
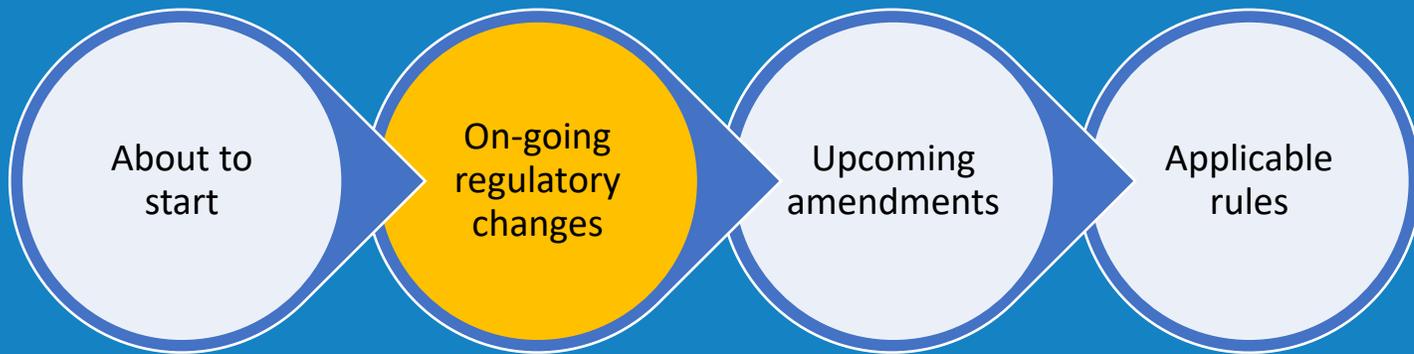
# UAS and VTOL

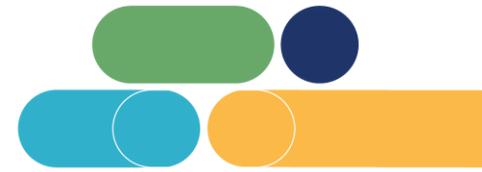
*RMT.0230*



# Certification Conference

October 24, 2023  
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# Regular Update of Part 21

RMT.0031



**NPA**

- Q4 2023

**AMC & GM**

- EDD Q4 2024

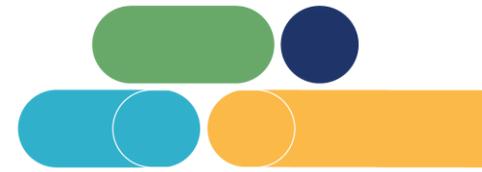
**Opinion**

- Q2 2024

**IR + DR**

- 2025





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

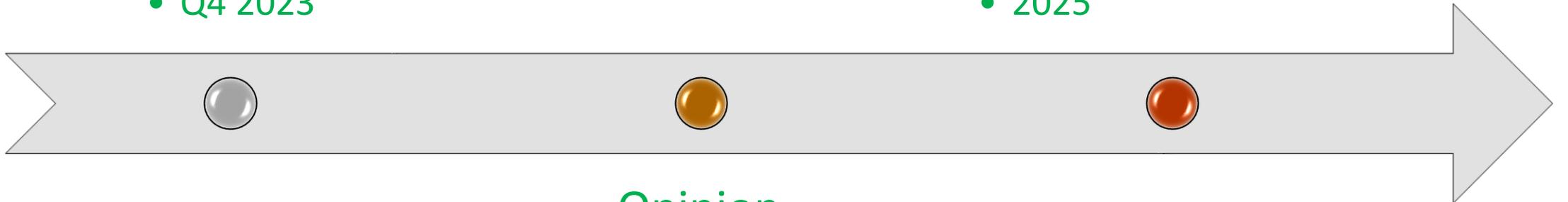


**NPA**

- Q4 2023

**IR + DR + AMC/GM**

- 2025



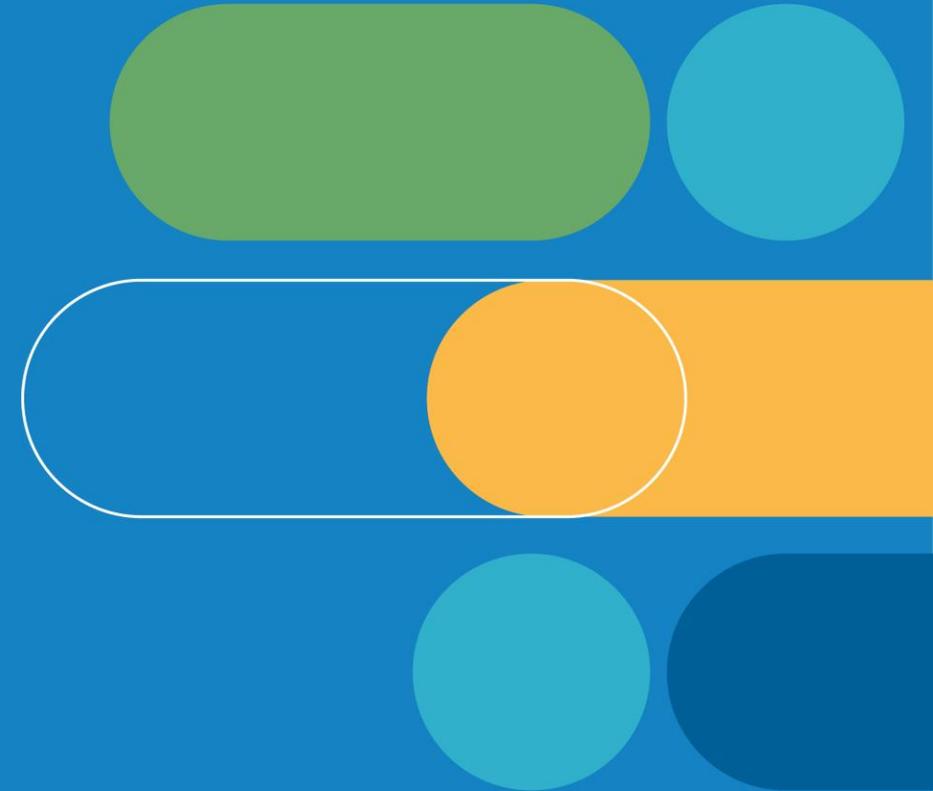
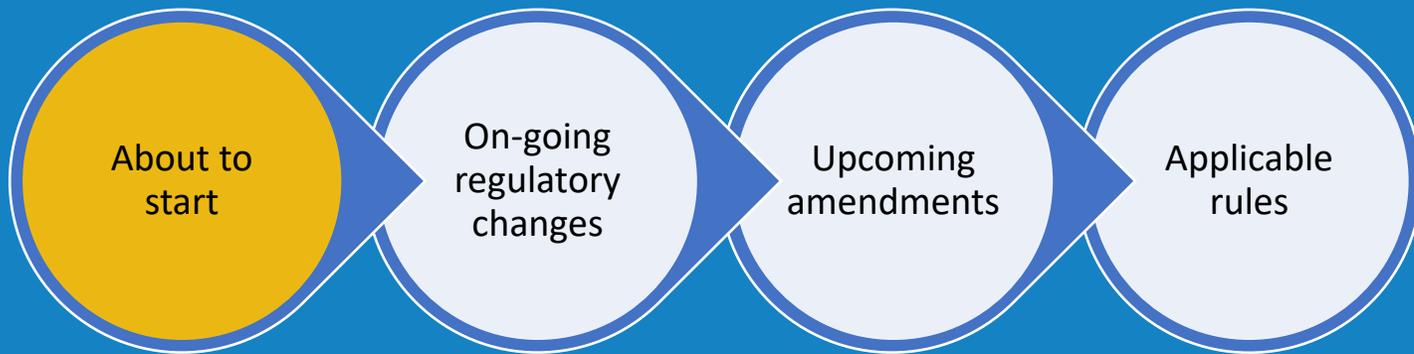
**Opinion**

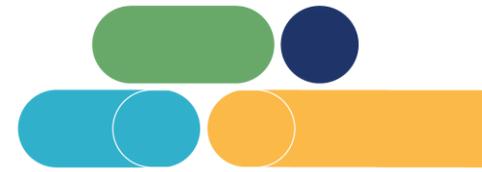
- Q2 2024



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October 24, 2023  
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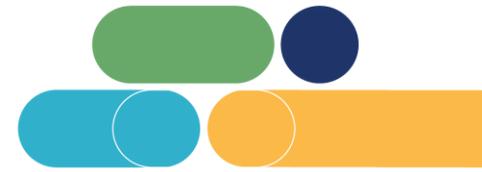


# What is NIE?

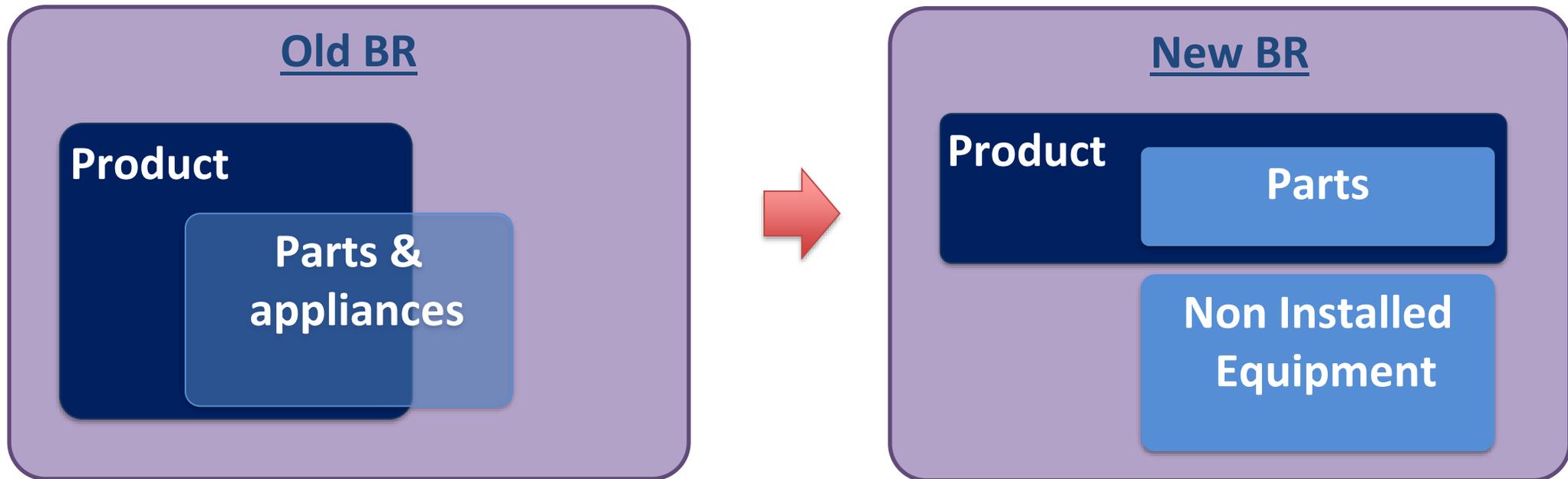
BR Art 3 (29) provides a definition

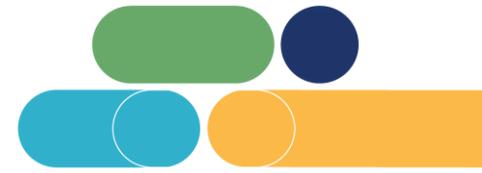
- **any** instrument, equipment, mechanism, apparatus, appurtenance, software or accessory
- **carried** on board of an aircraft by the aircraft operator,
- which is **not a part\***, and
- which is **used** or intended to be used
  - in operating or controlling an aircraft,
  - supports the occupants'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



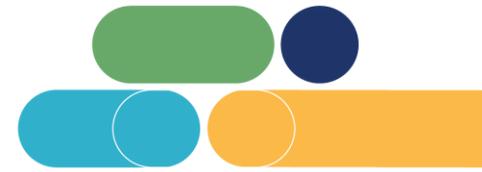
# What is NIE?





# What is NIE?



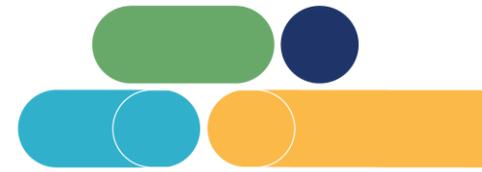


# NIE | Way forward

- 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

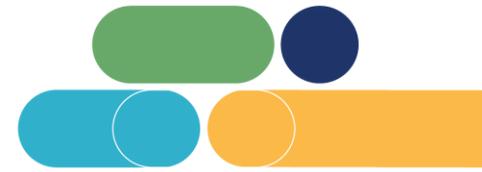
## All other ETSO articles



**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

# Certification Conference

October 24, 2023  
Cologne

# Thank you!

