

# Regulatory changes EU Regulation 748/2012 Part-21

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Section Manager – Initial Airworthiness Standards & Specifications

EASA Certification Conference 07 December 2022

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# Regulatory drivers

## Feedback



Safety issues

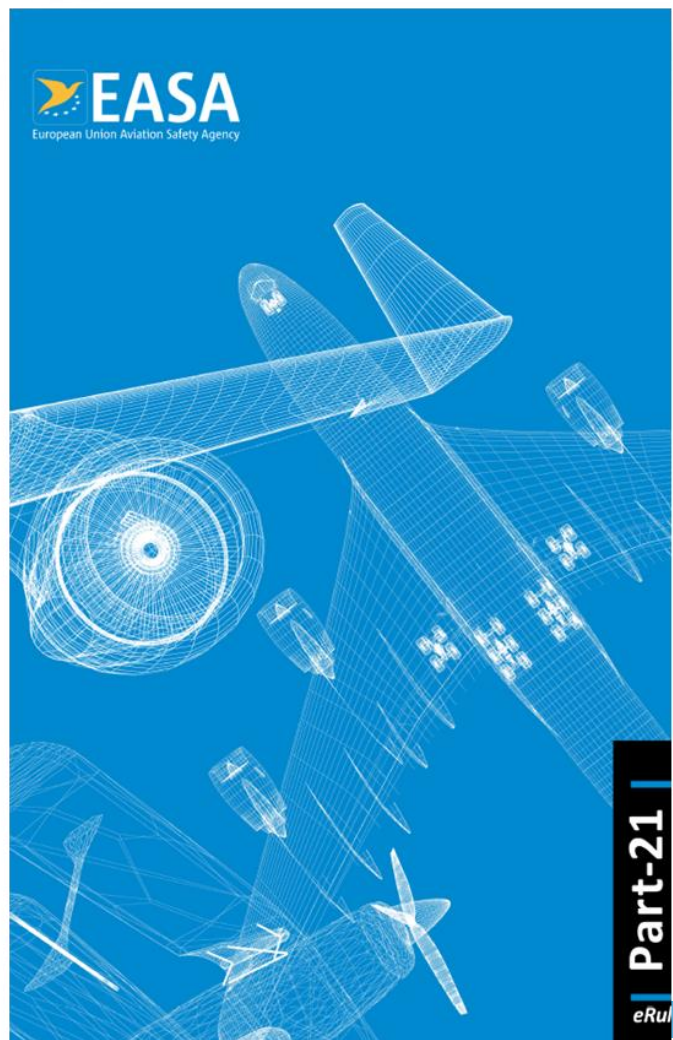
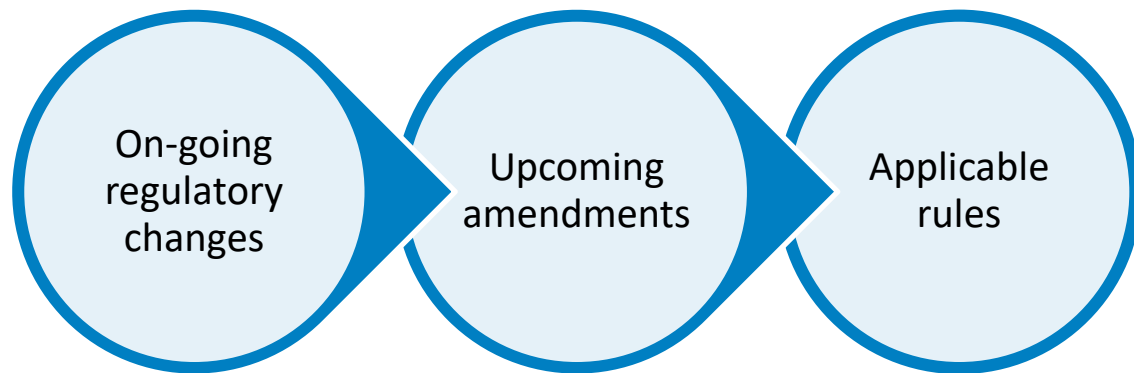


New technology



Proportionality

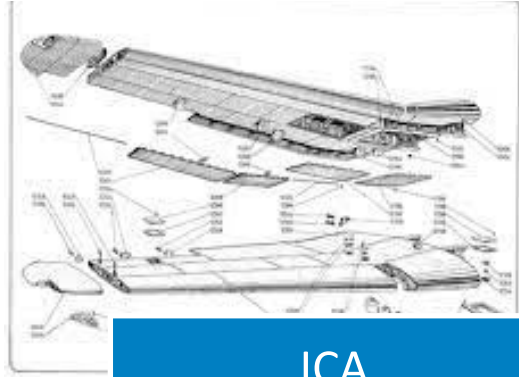
# Changes to Part 21



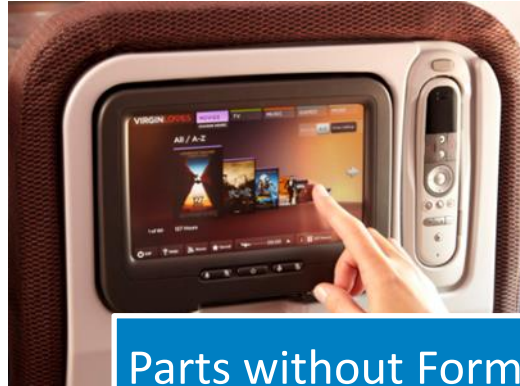
# Part 21 – Latest amendments



*Instruction for Continued Airworthiness, Parts without Form 1 and Ageing Aircraft*  
*RMT.0252, RMT.0018, RMT.0225*



ICA



Parts without Form1



Ageing aircraft

# Part 21 – Latest amendments



*Instruction for Continued Airworthiness, Parts without Form 1 and Ageing Aircraft  
RMT.0252, RMT.0018, RMT.0225*

## EASA Opinions

- 7/2019
- 12/2016

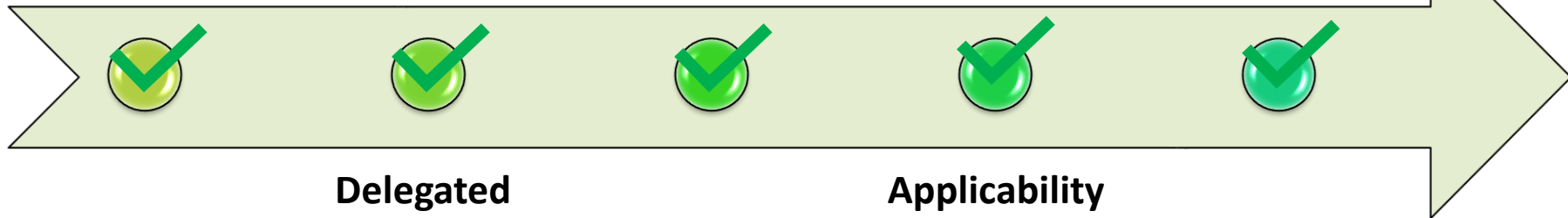
## AMC & GM

- EDD  
2021/007/R

## Applicability

- 18 May 2022
- ICA & Form 1

**WE  
ARE  
HERE**



## Delegated Regulation

- 2021/699
- Adopted on 21 Dec 2020  
Published on 28 April 2021

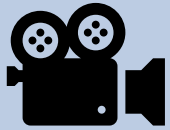
## Applicability

- 18 May 2021
- Ageing aircraft

# Part 21 – Latest amendments



*Implementation support – ICA and Parts without Form 1*



## Explanatory videos

- ICA
- Parts without Form 1



## FAQs

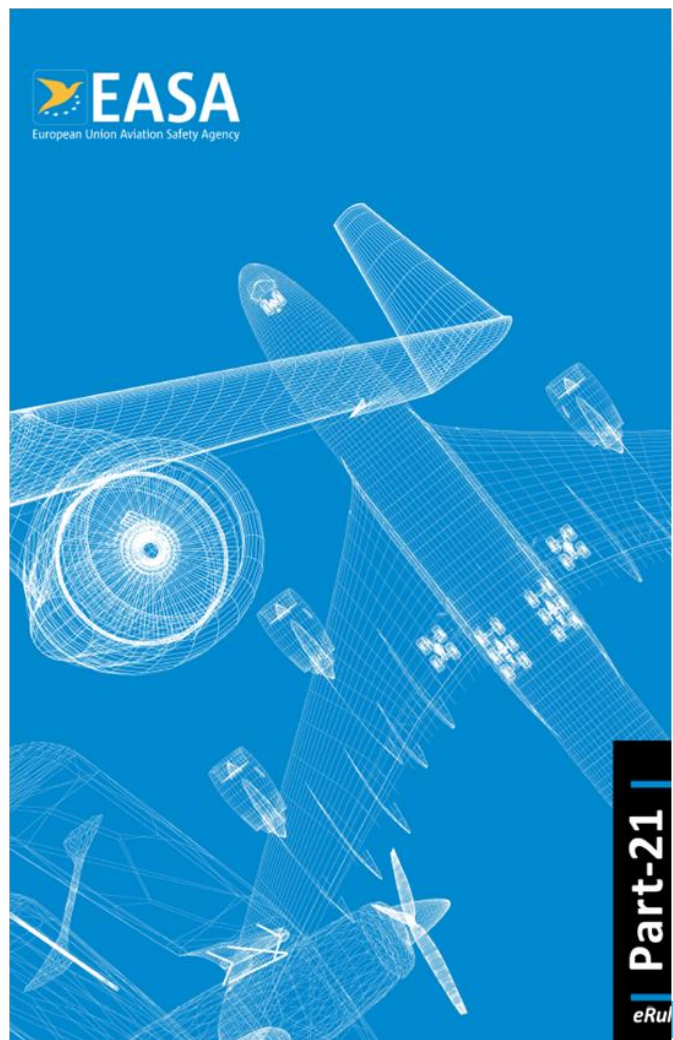
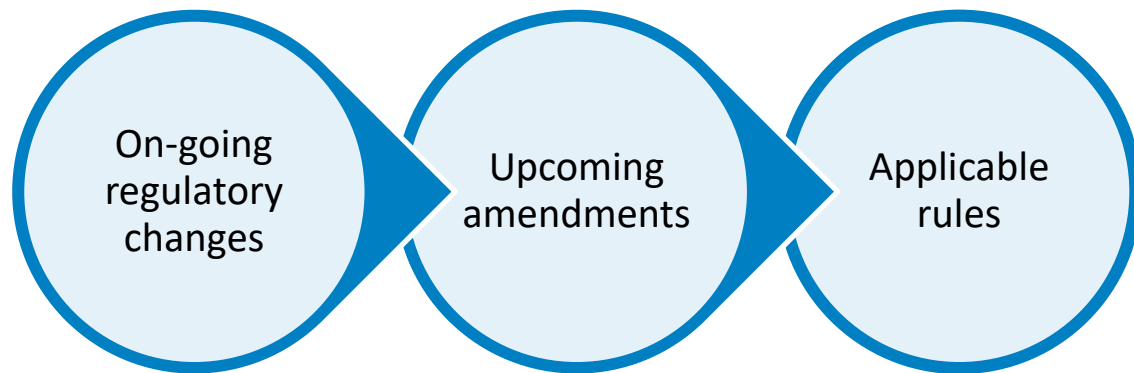
- ICA



## Certification Memorandum

- Parts without Form 1

# Changes to Part 21



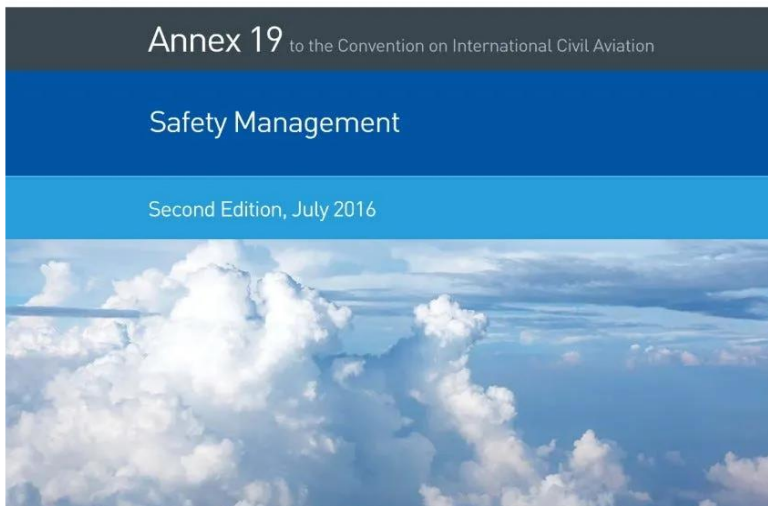
# Part 21 – Latest amendments

*SMS in Part 21/145, RMT.0251*



Safety Policy

Safety Risk  
Management



Safety  
Assurance

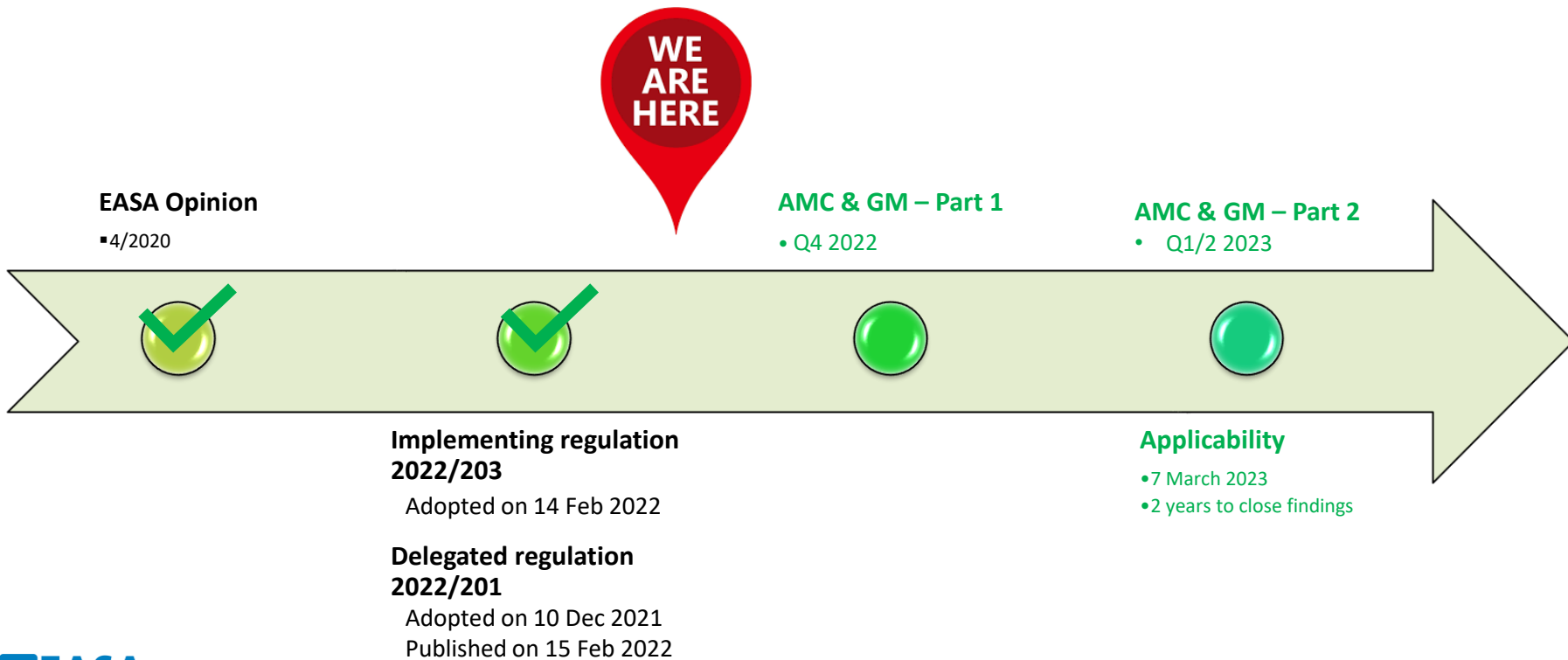
Safety  
Promotion



# Part 21 – Latest amendments



*SMS in Part 21/145, RMT.0251*



# Part 21 – Upcoming amendments

*Management of information security risk, RMT.0720*

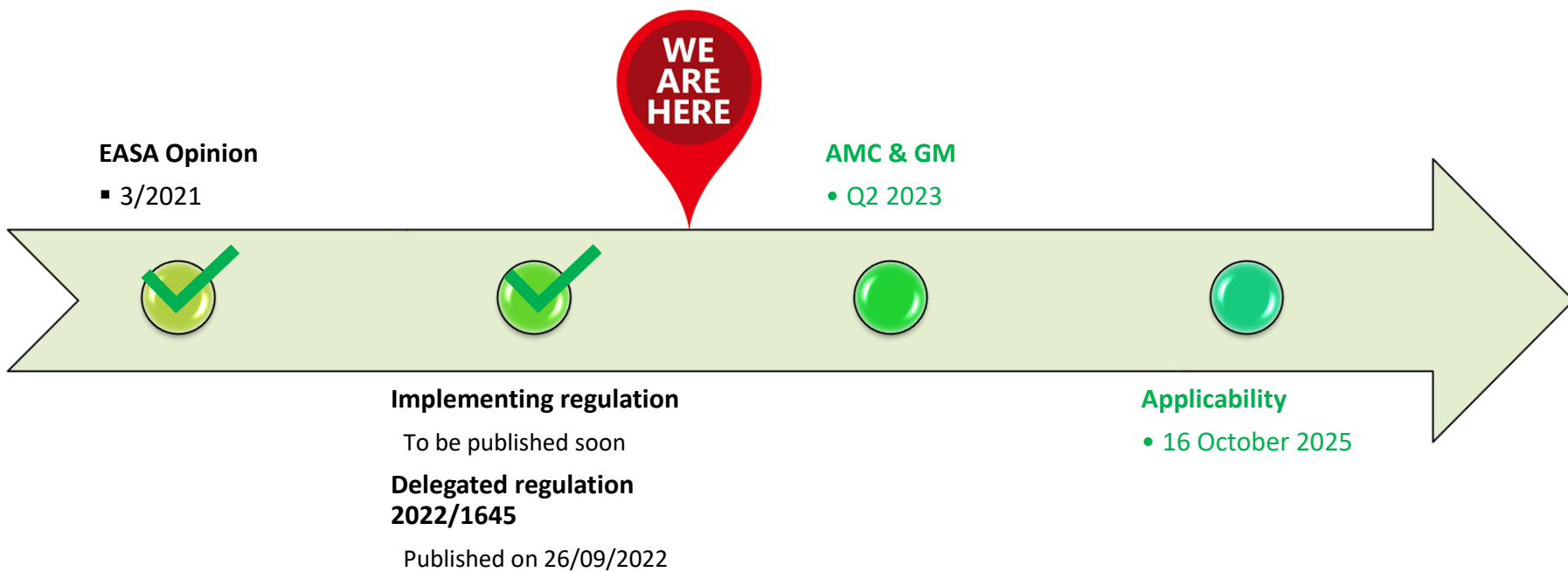
Cross  
Domain



Information  
security  
risk

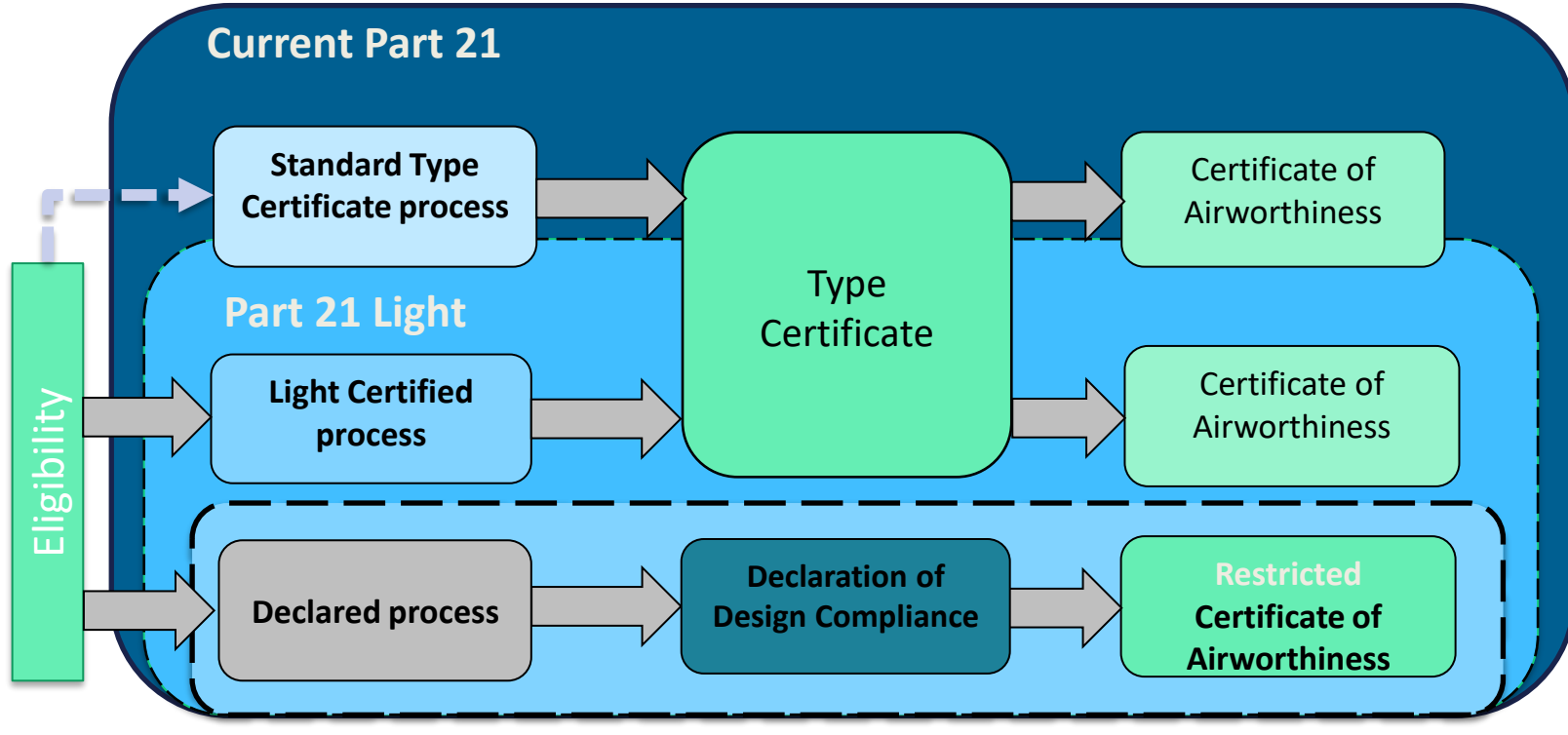
# Part 21 – Upcoming amendments

## *Management of information security risk, RMT.0720*



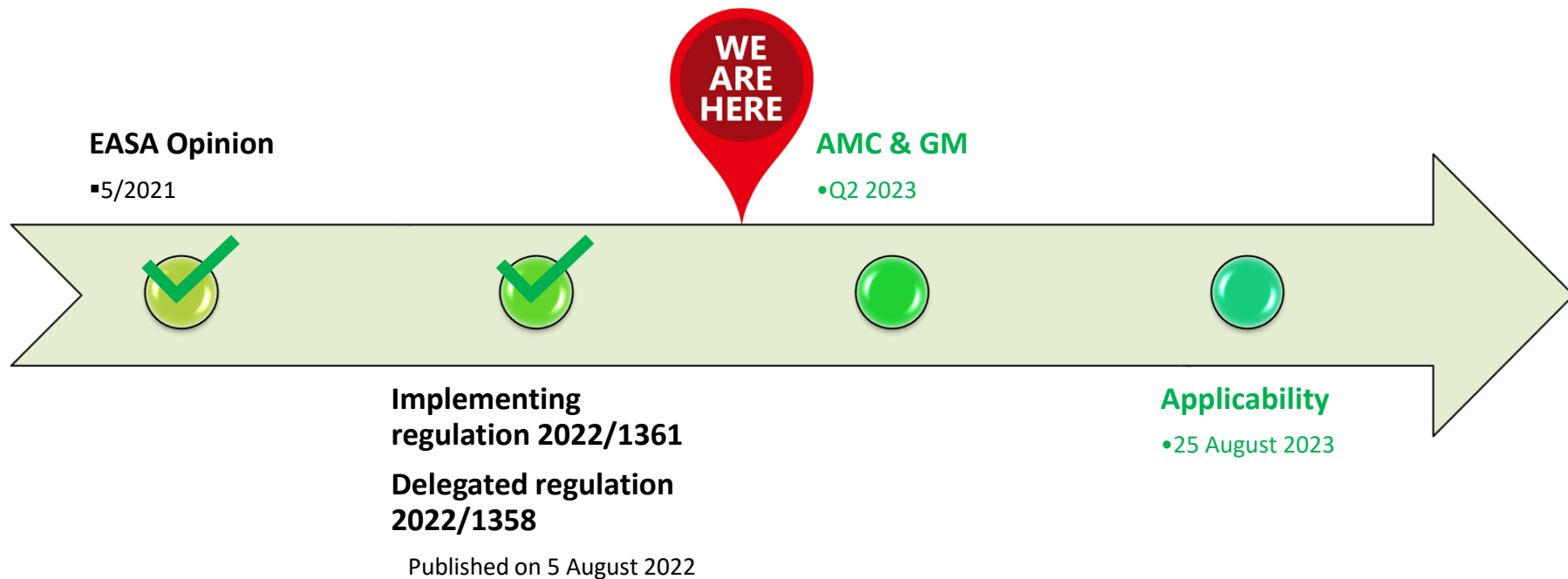
# Part 21 – Upcoming amendments

## Part 21 Light, RMT.0727

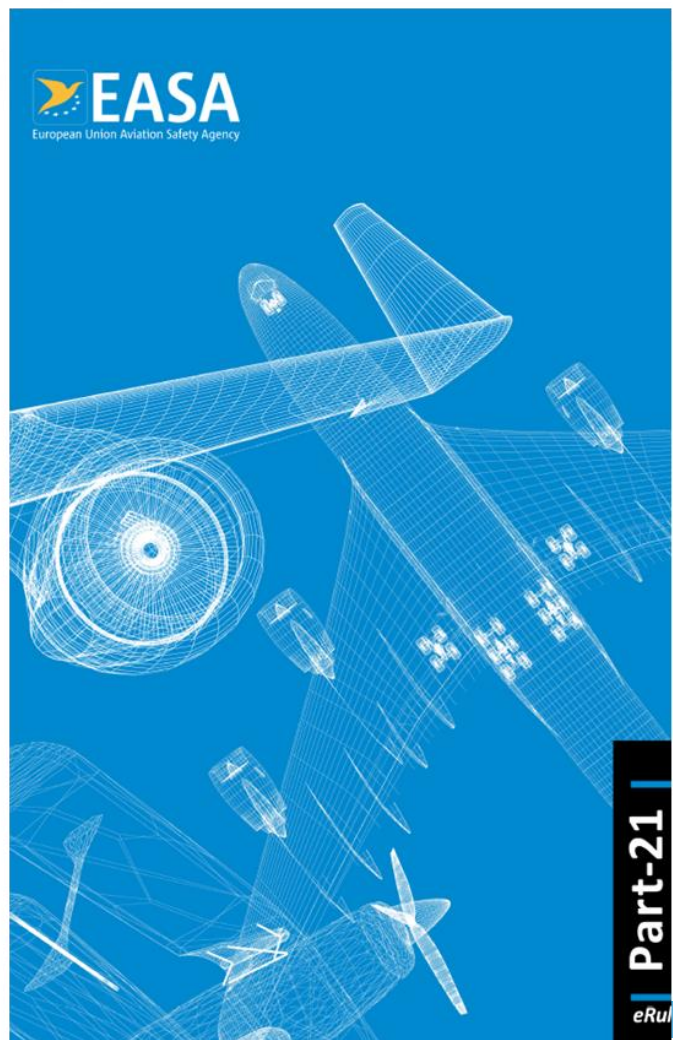
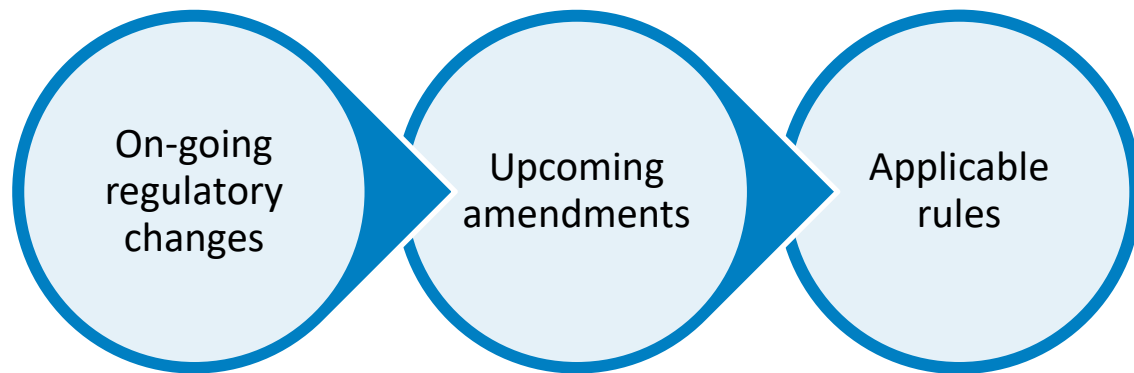


# Part 21 – Upcoming amendments

*Part 21 Light, RMT.0727*



# Changes to Part 21



# Part 21 – Next EASA Opinion

*UAS, RMT.0230*



Specific  
category  
High risk



Manned UAM  
Type#3 operations

Cross  
Domain

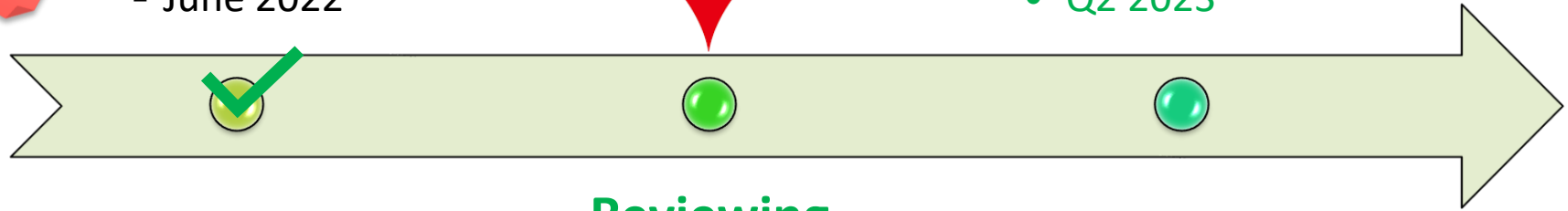
**NPA**

▪ June 2022

**WE  
ARE  
HERE**

**EASA Opinion**

• Q2 2023

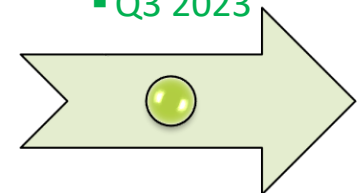


**Reviewing  
comments**

**NPA**

▪ Q3 2023

**AMC & GM**



# AMC/GM to Part 21

Issue 2, Amendment 12, RMT.0031



**NPA**

- Q2 2023



**Decision**

- Q2 2024



# Safety Management System in Part 21

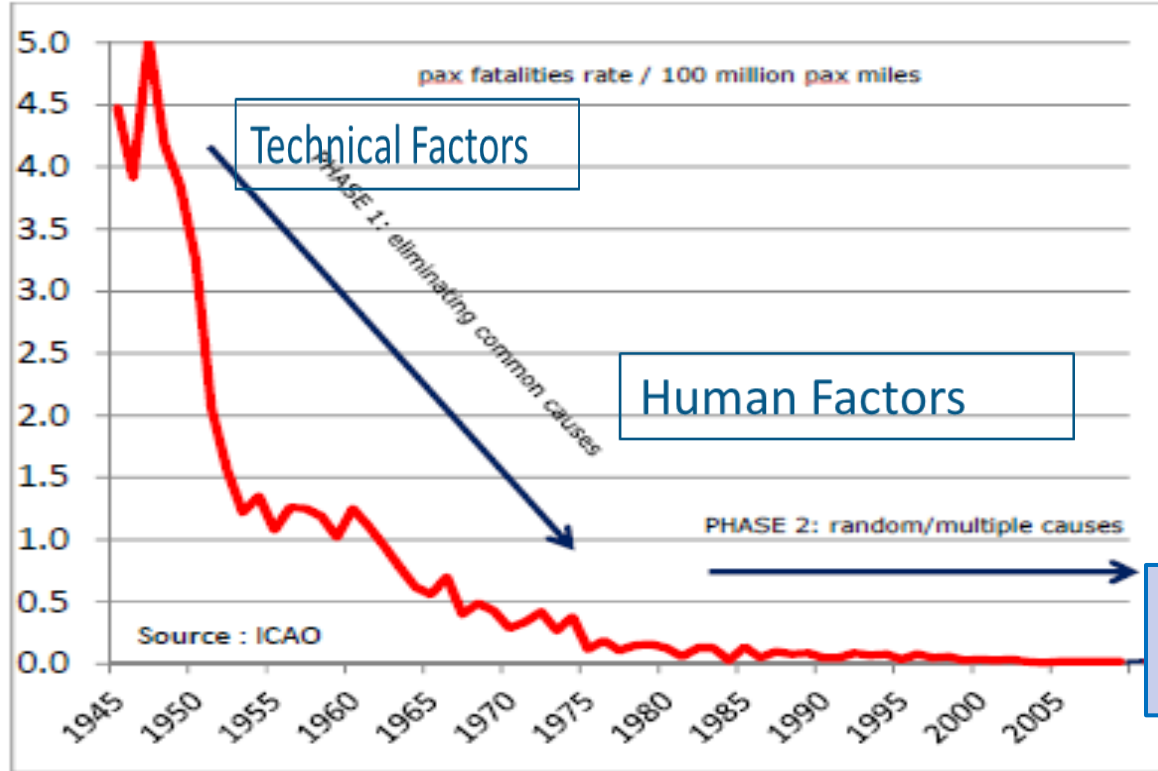
Jean-Pierre ARNAUD – Safety Management Expert  
Youri AUROQUE – Regulations Officer - Initial Airworthiness

EASA Certification Conference 07 December 2022

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# Evolution of safety records & safety management

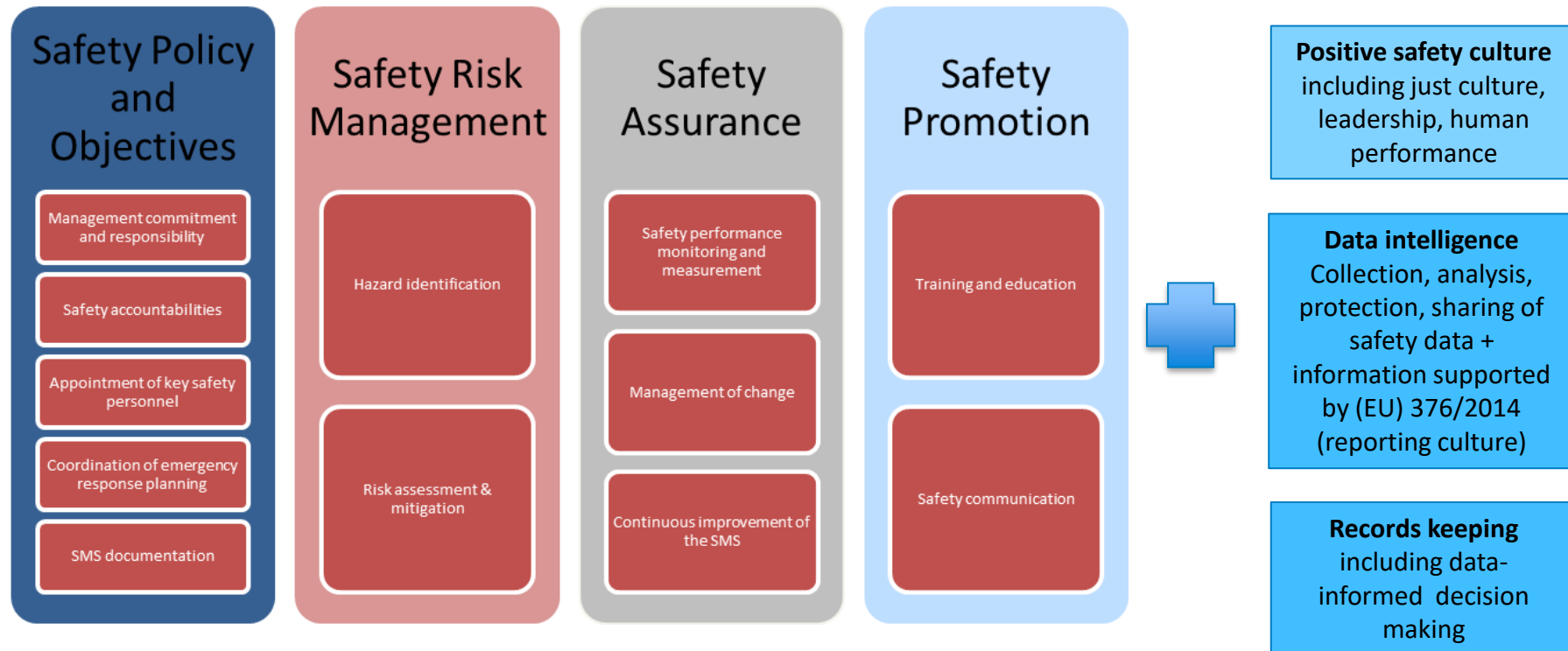


traffic expected to double withing  
15y  
If no safety action  
=  
**increase in accidents and fatalities**

Organisational  
factors  
+ risk management



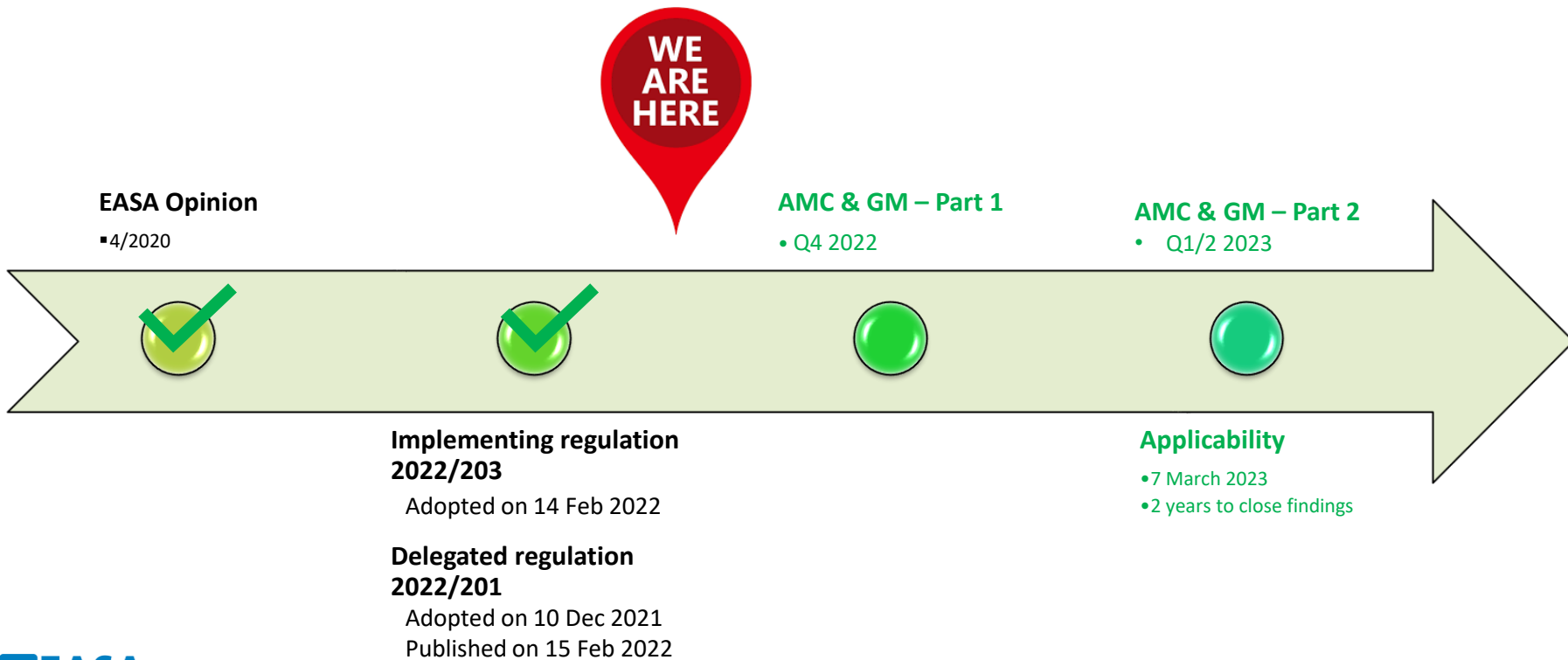
# SMS principles (15 elements per ICAO)



# Part 21 – Latest amendments



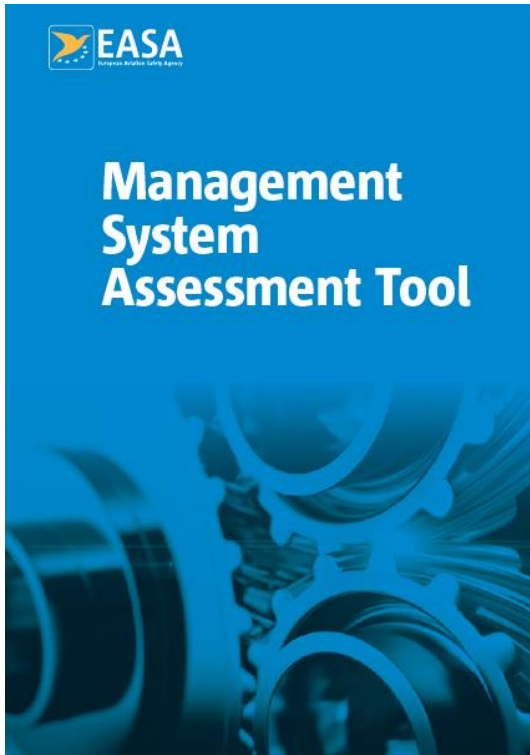
*SMS in Part 21/145, RMT.0251*



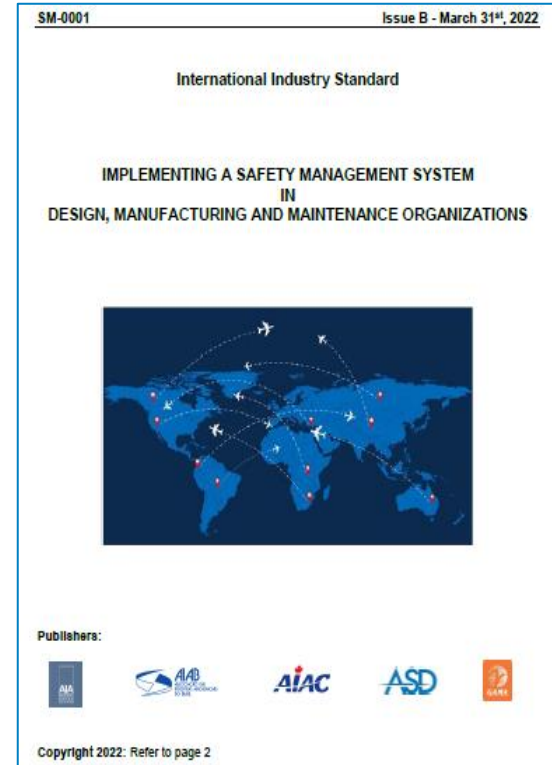
# Amended 21.A.239 Design management system

ICAO annex 19	Amended 21.A.239	Others
ICAO 9859 chapter 1	<b>NEW (a)</b> implement a Design Management System (DMS) = Safety Management (SM) element + Design Assurance (DO) element	Concept of integrated management system
SMS pillar 1	<b>NEW (b)</b> DMS commensurate with size and complexity, under the accountability of one single manager	21.A245(a)
	<b>NEW (c)</b> SM element made of:	
	1- Safety policy + safety objectives + procedures + documentation & records keeping	21.A.5 21.A.243
	2- Key safety personnel and responsibilities	21.A245(b)
SMS pillar 2	3- risk management process; effective mitigations action	
SMS pillar 3	4- Safety assurance process including the management of changes; continuous improvement	21.A.243(c) 21.A.247
SMS pillar 4	5 - Safety promotion, training, communication	
Chapter 5	6 – Data intelligence = Occurrence reporting system including an internal channel for all staff + safety culture	21.A.3A (EU) 376/2014
	(d) (e) (f) = formerly 21.A.239 = <b>former DO element</b>	

# Tool to support the gap analysis



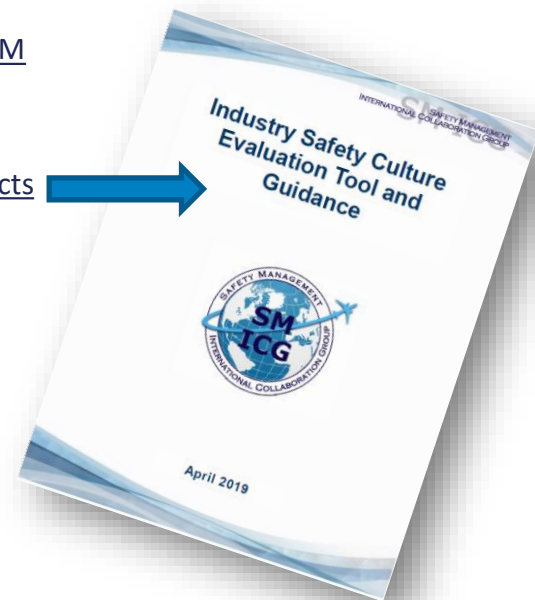
<https://www.easa.europa.eu/en/document-library/general-publications/management-system-assessment-tool>



<https://asd-europe.org/aerospace-associations-announce-safety-management-system-sms-industry-standard>

# Safety culture tools

- **ICAO doc 9859**, 4th Ed. Chapter 3 Table 5, Enablers and Disablers  
6 elements: Commitment to safety; Adaptability; Awareness; Behaviour with respect to safety; Information; Trust
- **EUROCONTROL** module 1  
[https://www.skybrary.aero/index.php/Toolkit:Safety\\_Culture\\_Enhancement\\_Toolbox\\_for\\_ATM](https://www.skybrary.aero/index.php/Toolkit:Safety_Culture_Enhancement_Toolbox_for_ATM)
- **For State & Organisations**  
<https://www.skybrary.aero/enhancing-safety/sm-icg-safety-management-products/all-products>
- **Skybrary**  
[https://www.skybrary.aero/index.php/Toolkit:Safety\\_and\\_Justice](https://www.skybrary.aero/index.php/Toolkit:Safety_and_Justice)
- **Just culture definition** in [\(EU\) 376/2014](#)
- **Safety leadership and just culture**  
<https://airlines.iata.org/news/safety-leadership-and-just-culture-vital-to-aviation>



# With (S)MS ...surveillance evolves...

For compliance-based oversight, the usual question was:  
“Does the organisation comply with the rules?”

...with SMS, new question is:  
“**How** does the organisation manage safety and/or areas of greater risks?”

...which means:  
“What are the risks in the organisation? **How** are they mitigated? Is the mitigation effective? **How** do we know this is effective?”





# Thank you for your attention

[easa.europa.eu/connect](https://easa.europa.eu/connect)



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