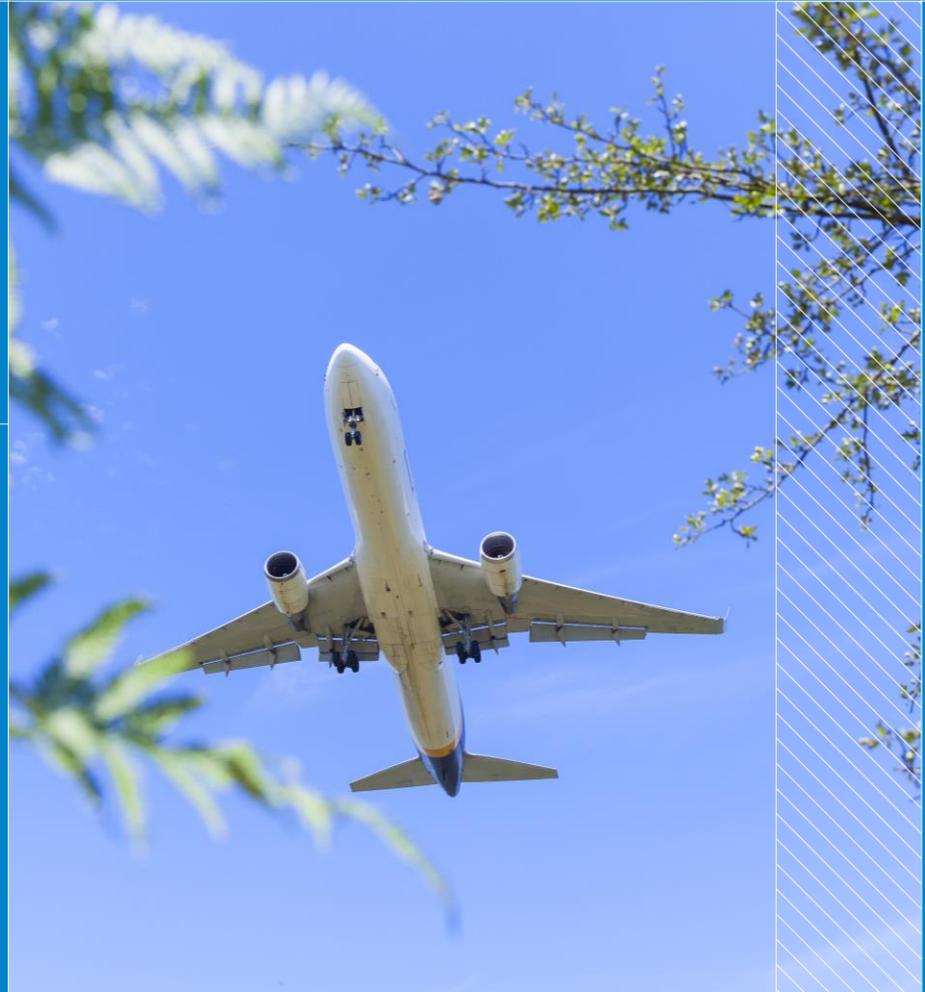


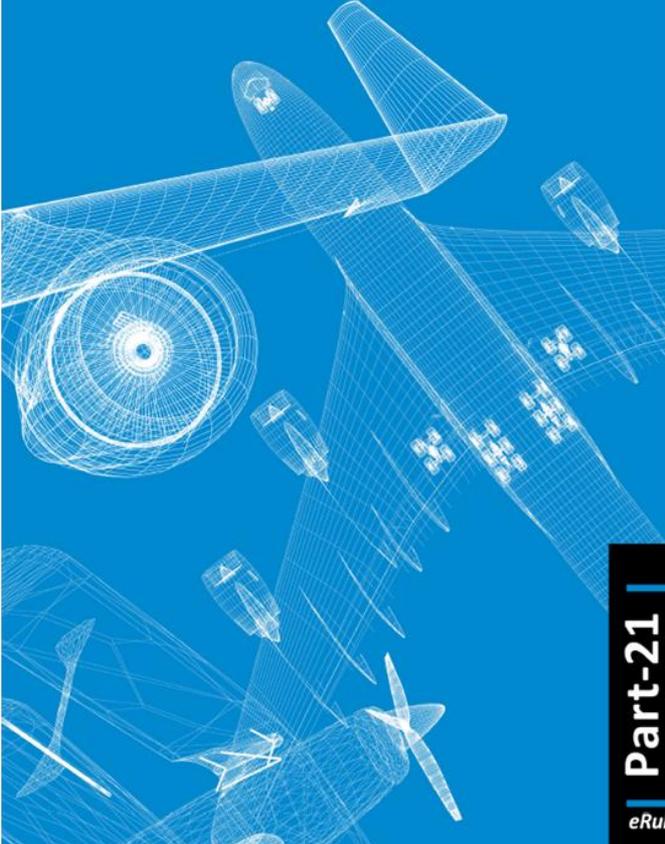
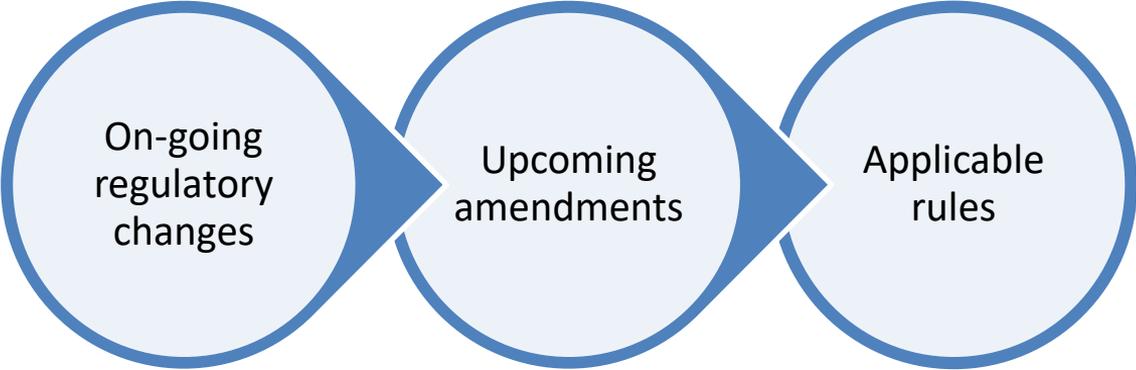
Regulatory changes EU Regulation 748/2012 (Part 21)

Rodrigo PRIEGO
Carl GARVIE

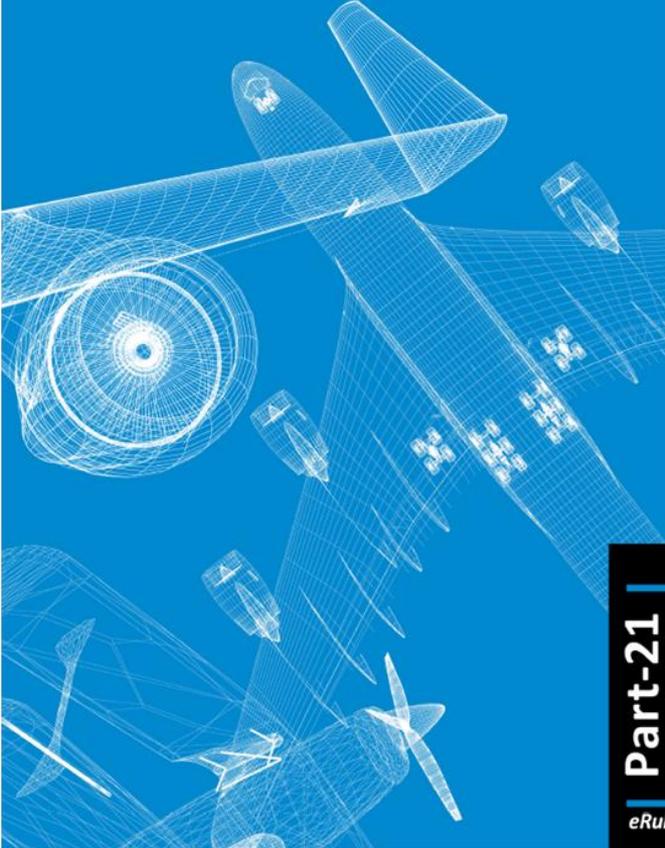
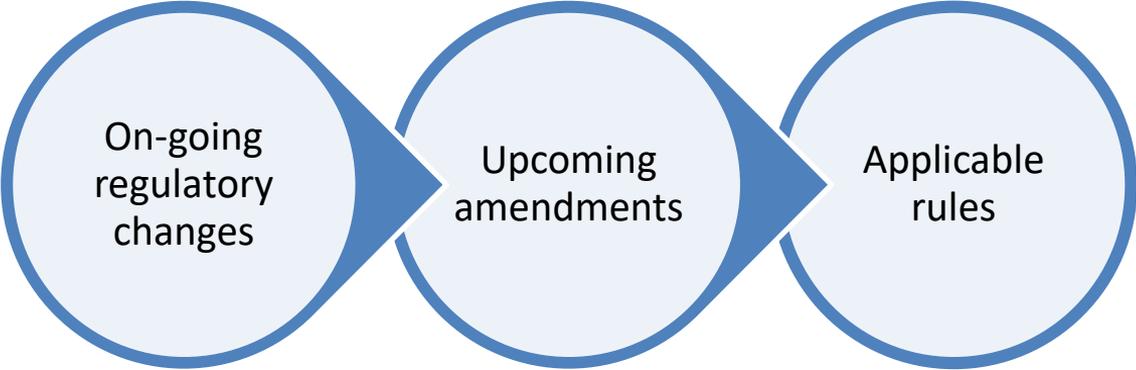
Initial Airworthiness Standards and
Specifications



Changes to Part 21



Changes to Part 21



Part 21 – Latest amendments



AMC/GM to Part 21 | Issue 2, Amendment 11, RMT.0031

Design vs practice



Safety recommendation



Part 21 – Latest amendments

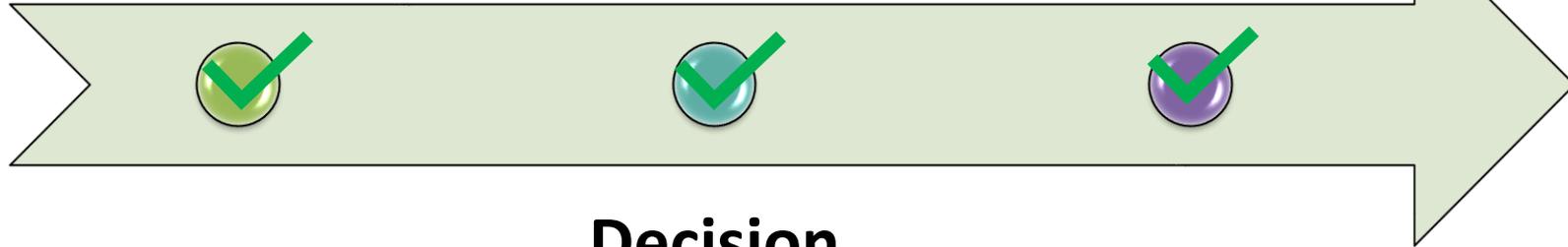


AMC/GM to Part 21 | Issue 2, Amendment 11, RMT.0031

NPA
2020-04

Applicability

- 3 March 2021



Decision
2021/001/R

Part 21 – Latest amendments



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



ICA

[Video](#)



Parts without Form1

[Video](#)



Ageing aircraft

[More info](#)

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

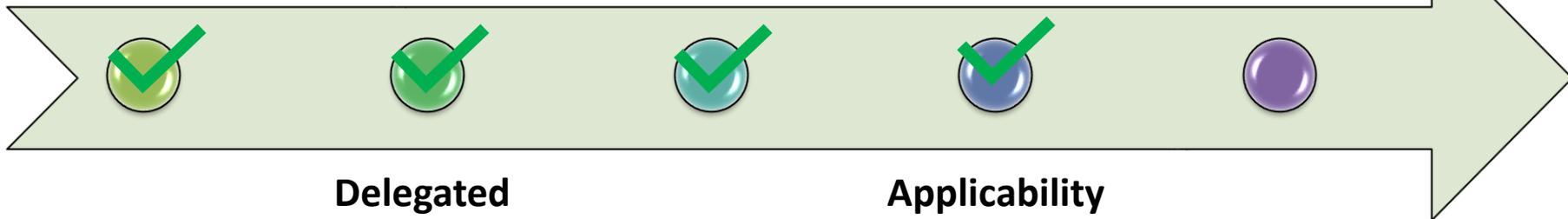
AMC & GM

- EDD
2021/007/R

**WE
ARE
HERE**

Applicability

- 18 May 2022
- ICA & Form 1



Delegated Regulation (EU)

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

Applicability

- 18 May 2021
- ageing aircraft

Part 21 – Latest amendments

Environmental Protection – Annex 16, RMT.0514



Ax16 Vol.I

ICAO International Standards and Recommended Practices

Annex 16 to the Convention on International Civil Aviation

Environmental Protection

Volume I – Aircraft Noise
Eighth Edition, July 2017

Amdt 13

January 2018, all previous editions of Annex 16, Volume I, are hereby cancelled. On 1 January 2018, all previous editions of Annex 16, Volume I, are hereby cancelled. For information regarding the applicability of the Standards and Recommended Practices, see the Foreword.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Aircraft Noise

Ax16 Vol.II

ICAO International Standards and Recommended Practices

Annex 16 to the Convention on International Civil Aviation

Environmental Protection

Volume II – Aircraft Engine Emissions
Fourth Edition, July 2017

Amdt 10

January 2018, all previous editions of Annex 16, Volume II, are hereby cancelled. On 1 January 2018, all previous editions of Annex 16, Volume II, are hereby cancelled. For information regarding the applicability of the Standards and Recommended Practices, see the Foreword.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Aircraft Engine Emissions

Ax16 Vol.III

ICAO International Standards and Recommended Practices

Annex 16 to the Convention on International Civil Aviation

Environmental Protection

Volume III – Aeroplane CO₂ Emissions
First Edition, July 2017

Amdt 1

January 2018, all previous editions of Annex 16, Volume III, are hereby cancelled. On 1 January 2018, all previous editions of Annex 16, Volume III, are hereby cancelled. For information regarding the applicability of the Standards and Recommended Practices, see the Foreword.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Aeroplane CO₂ Emissions

Part 21 – Latest amendments



Environmental Protection – Annex 16, RMT.0514

EASA Opinions

- 3/2020

AMC & GM

- EDD
2021/011/R



Delegated Regulation (EU)

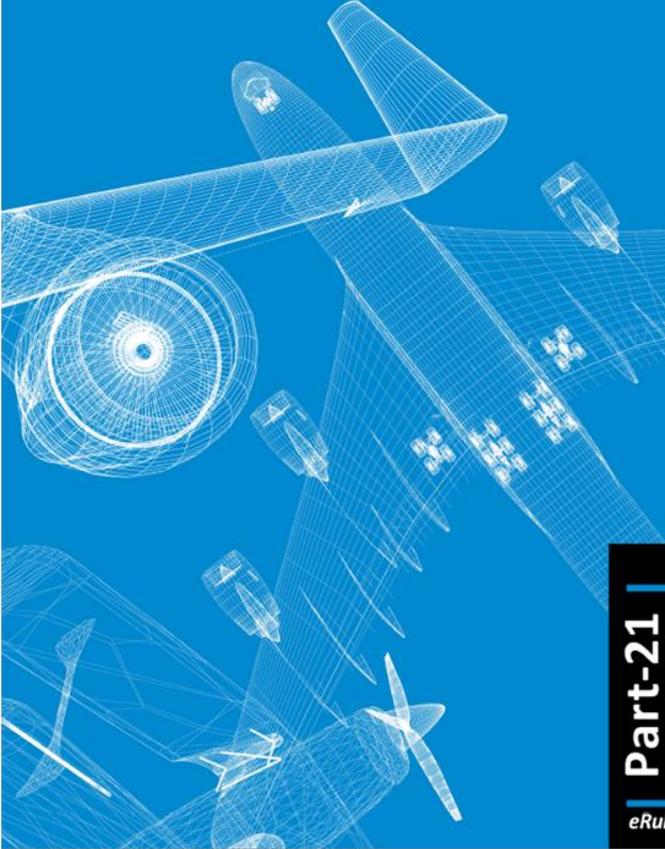
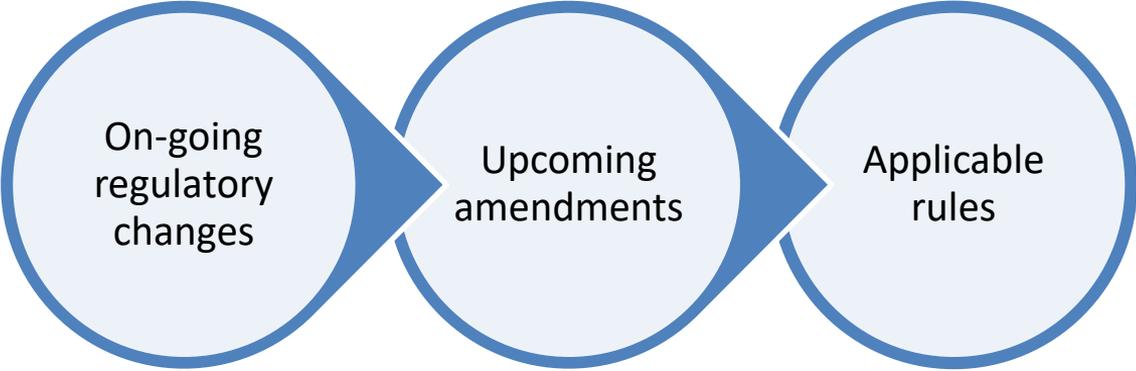
- 2021/1088
Adopted on 7 April 2021
Published on 5 July 2021

Applicability

- 25 July 2021



Changes to Part 21



Part 21 – Upcoming amendments

SMS in Part 21/145, RMT.0251

Safety Policy

Safety Risk
Management



Safety
Assurance

Safety
Promotion

Part 21 – Upcoming amendments

SMS in Part 21/145, RMT.0251

EASA Opinion

- 4/2020



Applicability

- Expected Q1 2023
- 2 years to close findings



EU regulation

- Expected Q1 2022

Part 21 – Upcoming amendments

Management of information security risk, RMT.0720



Information
security
risk

Part 21 – Upcoming amendments

Management of information security risk, RMT.0720

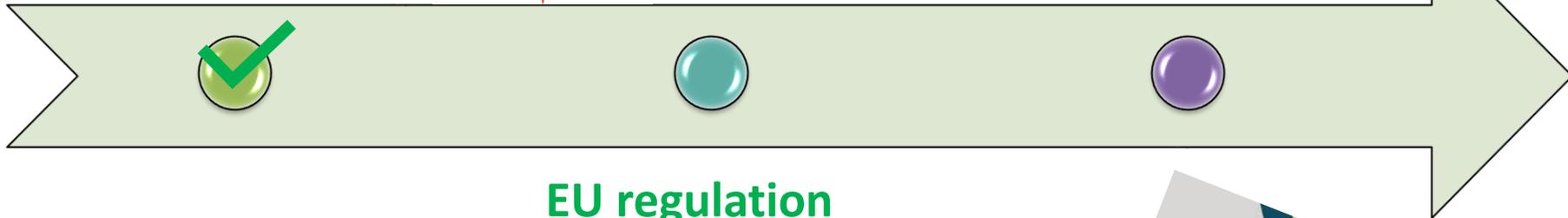
EASA Opinion

- 3/2021



Applicability

- Expected Q3 2023
- 1 year to close findings



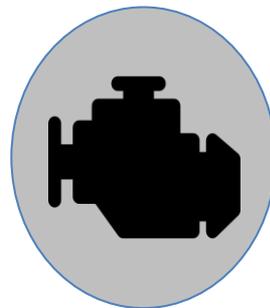
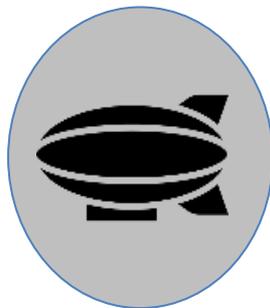
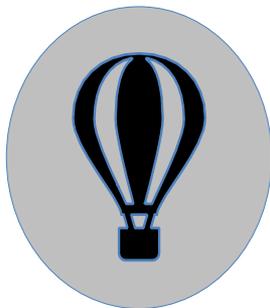
EU regulation

- Expected Q3 2022

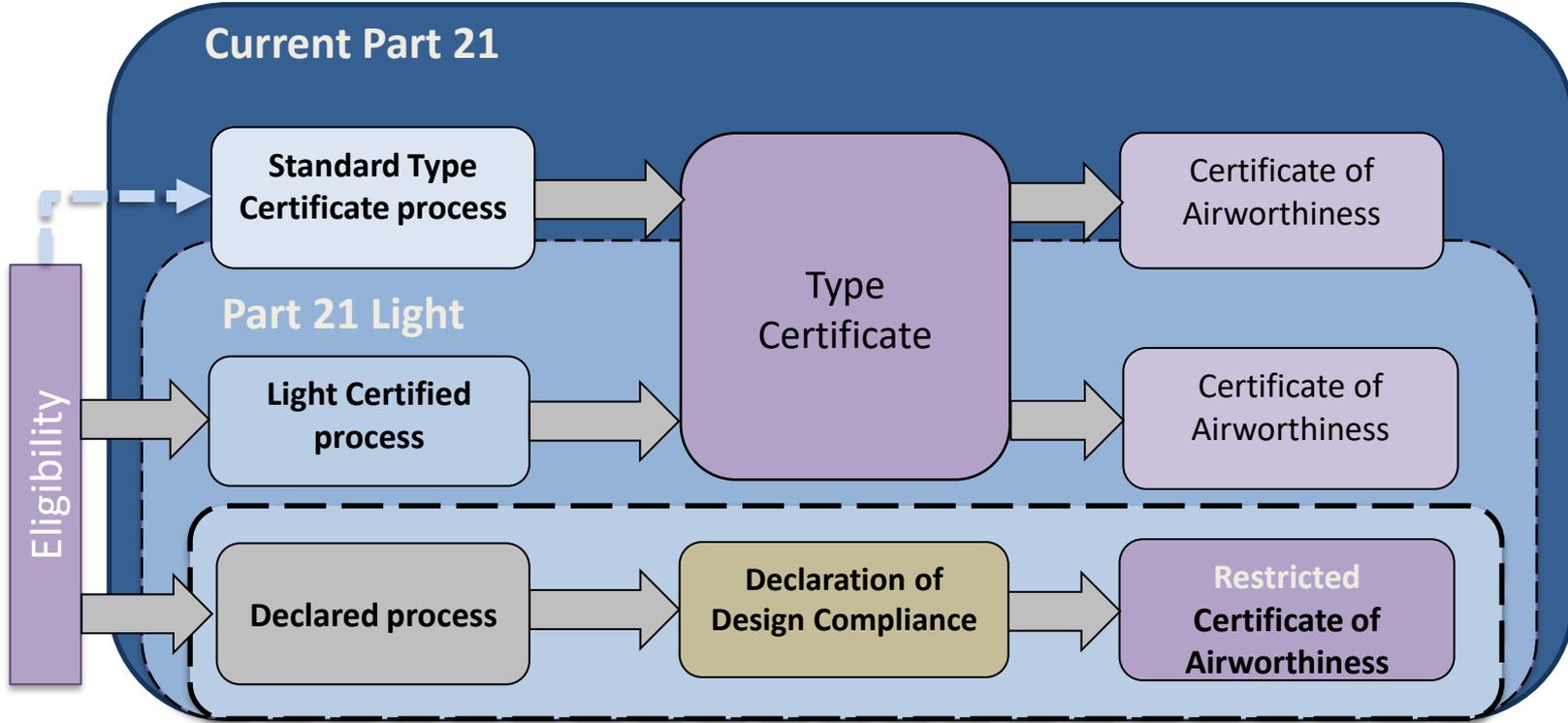


Part 21 – Upcoming amendments

Part 21 Light, RMT.0727



Part 21 Light- Overview



Scope of Part 21 Light

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;



- 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

Key features of Part 21 Light

Light Declared



Declaration of design compliance under the sole responsibility of the declarant (no TC);



No formal design organisation requirements;



Minimal production requirements to be met for conformity;



Product focussed oversight at 2 main intervention points:

- Safety review before 1st flight;
- First article inspection before first aircraft enters service (Restricted CofA)

Light Certified aircraft



Full type certificate issued at the end of compliance demonstration;



Possibility to become a **declared** design organisation;



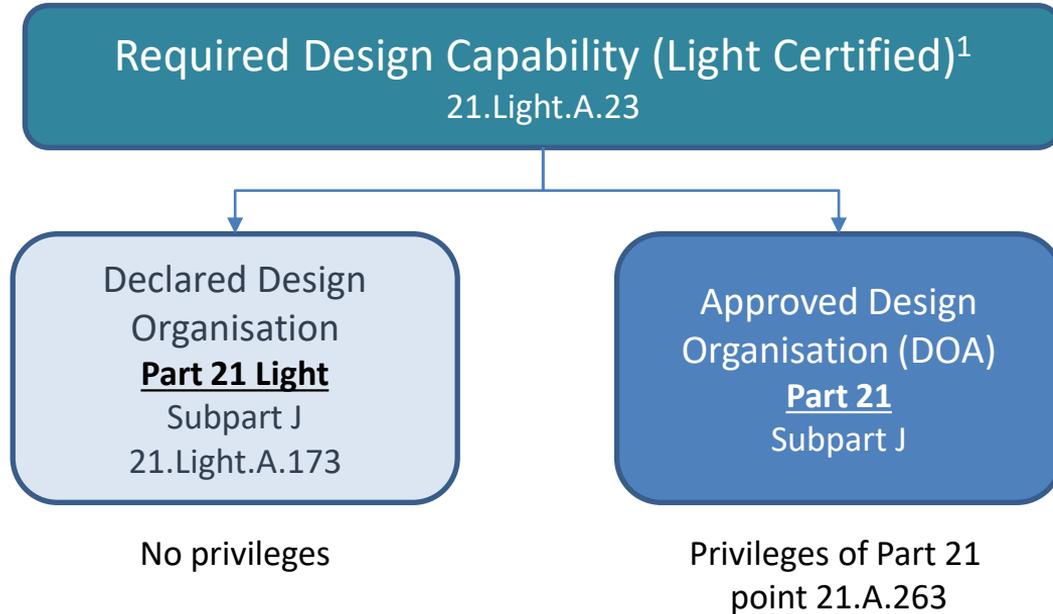
Possibility to become a **declared** production organisation;



Product focussed oversight at 2 main intervention points:

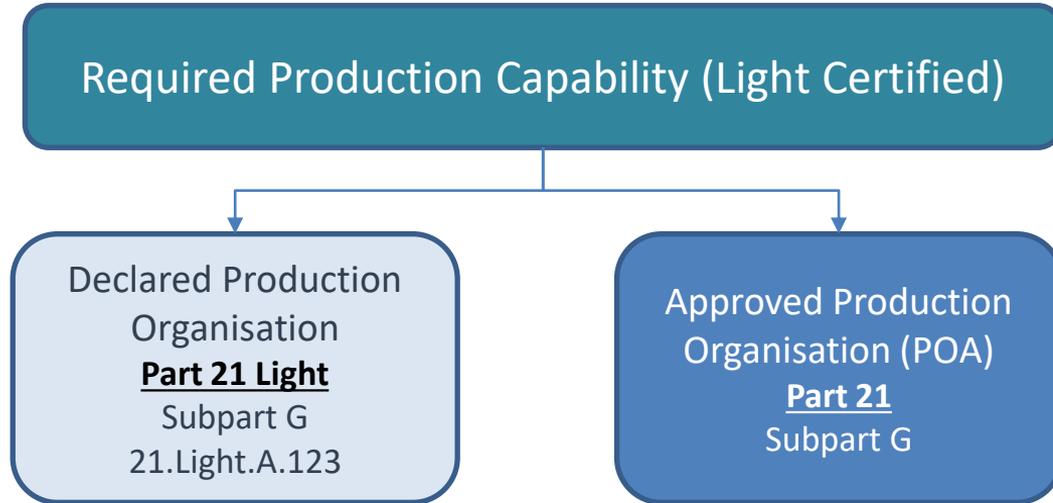
- Critical design review before 1st flight;
- First article inspection before first aircraft enters service (CofA)

Light Certified- Design capability requirements



¹ There are no formal design capability requirements for the Light Declared process

Light Certified- Production capability requirements

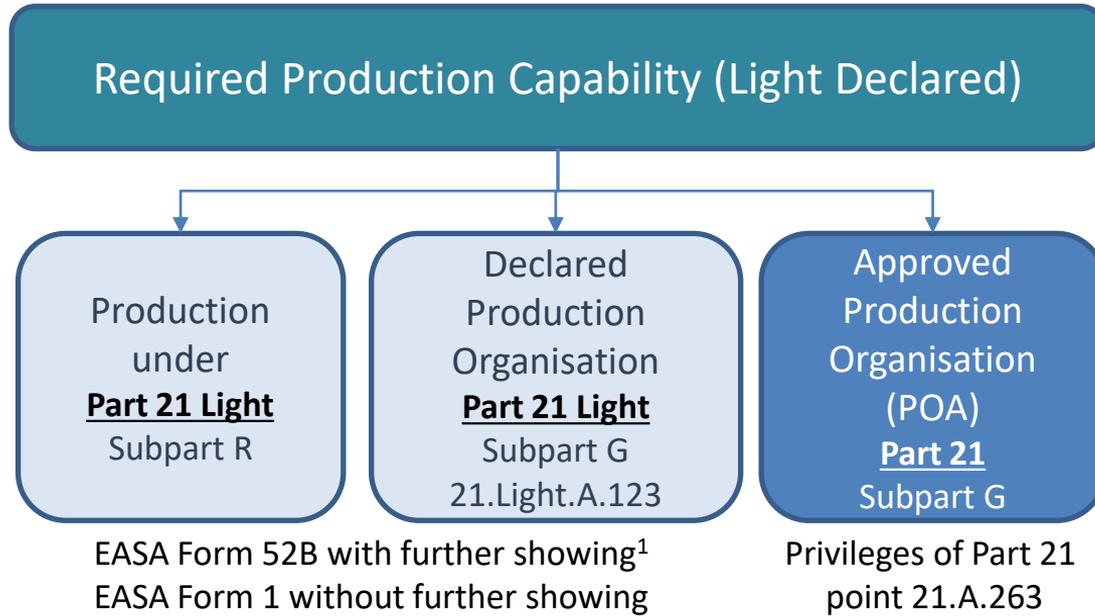


EASA Form 52B with further showing¹
EASA Form 1 without further showing

Privileges of Part 21
point 21.A.263

¹Based upon a risk assessment of the need by the Competent Authority

Light Declared- Production capability requirements



¹ Based upon a risk assessment of the need by the Competent Authority

Part 21 – Upcoming amendments

Part 21 Light, RMT.0727

EASA Opinion

- 5/2021



WE
ARE
HERE

Applicability

- Expected Q4 2023

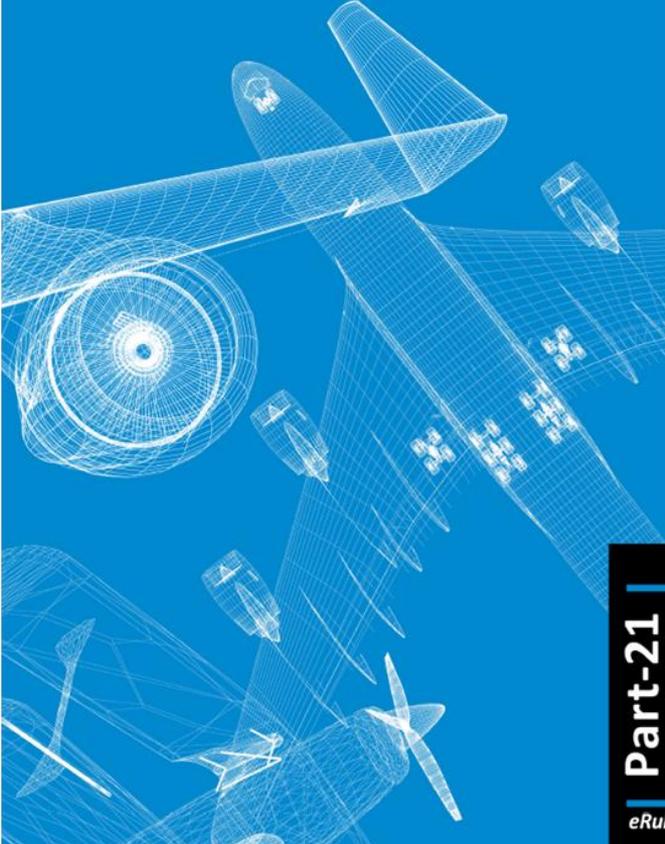
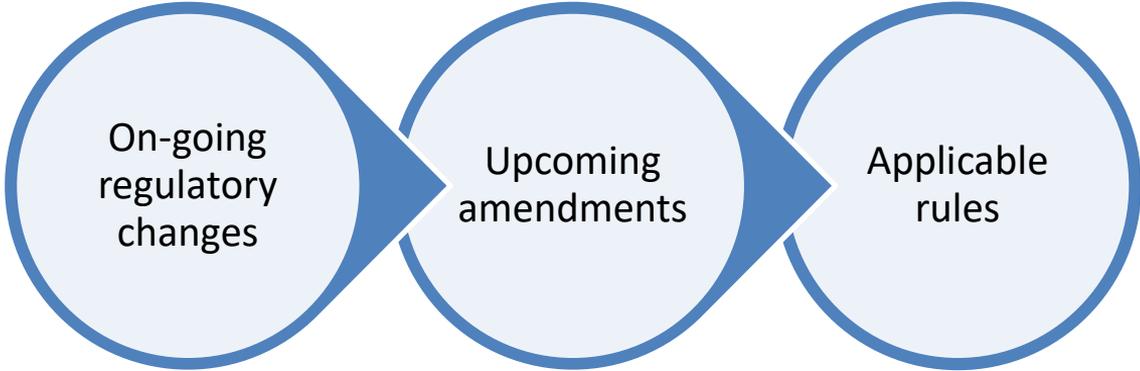


[Part 21 Light Video](#)

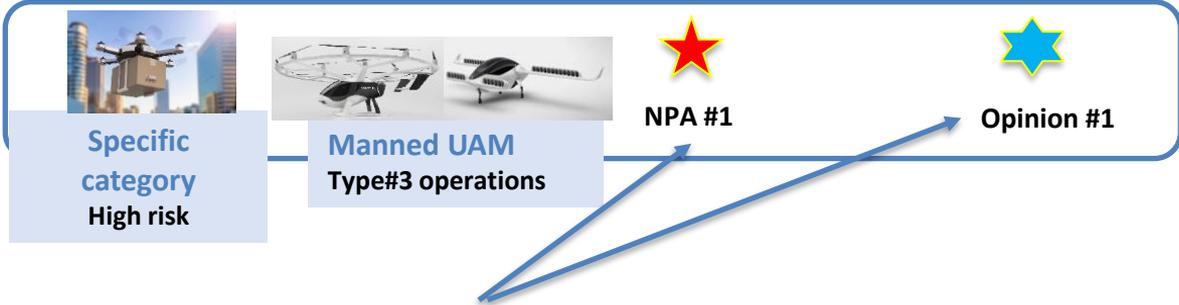
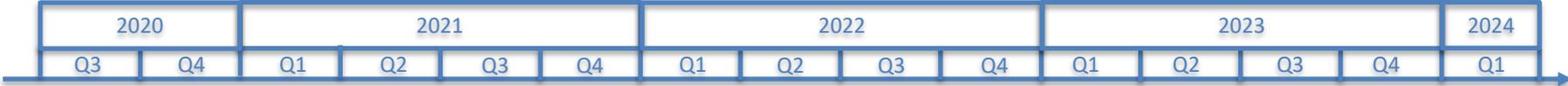
EU regulation

- Expected Q4 2022

Changes to Part 21



Part 21 – Next EASA Opinion



Will include changes to Part 21





**THANK
YOU**

