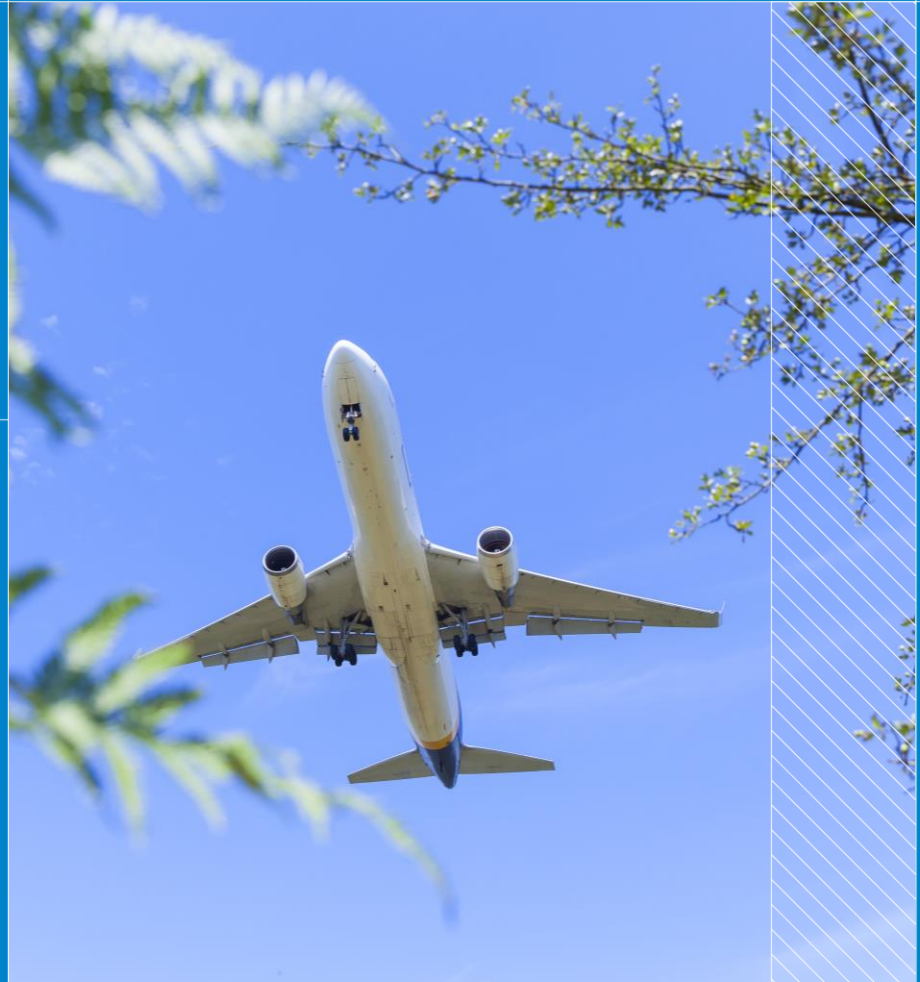


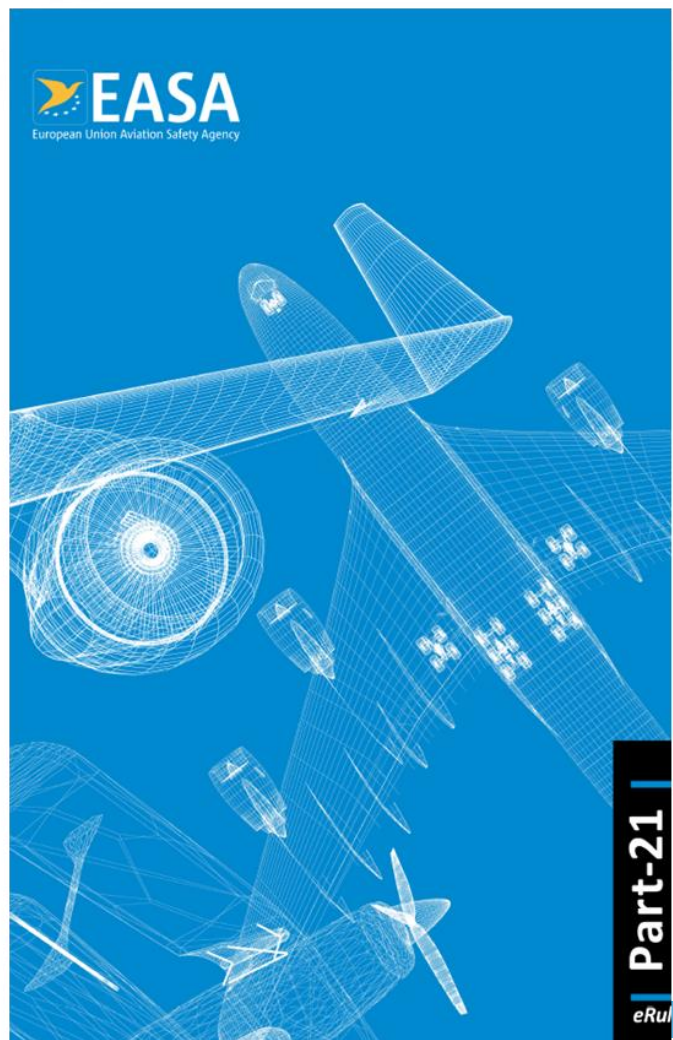
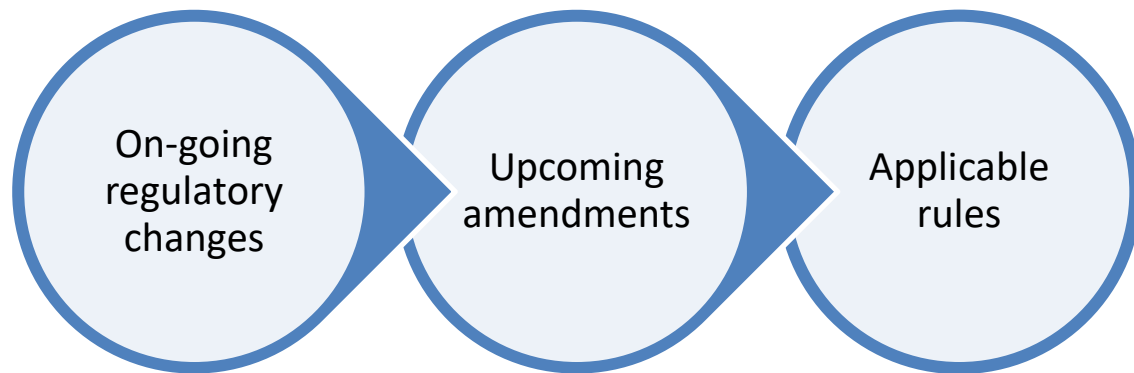
Regulatory changes EU Regulation 748/2012 (Part 21)

Rodrigo PRIEGO
Carl GARVIE

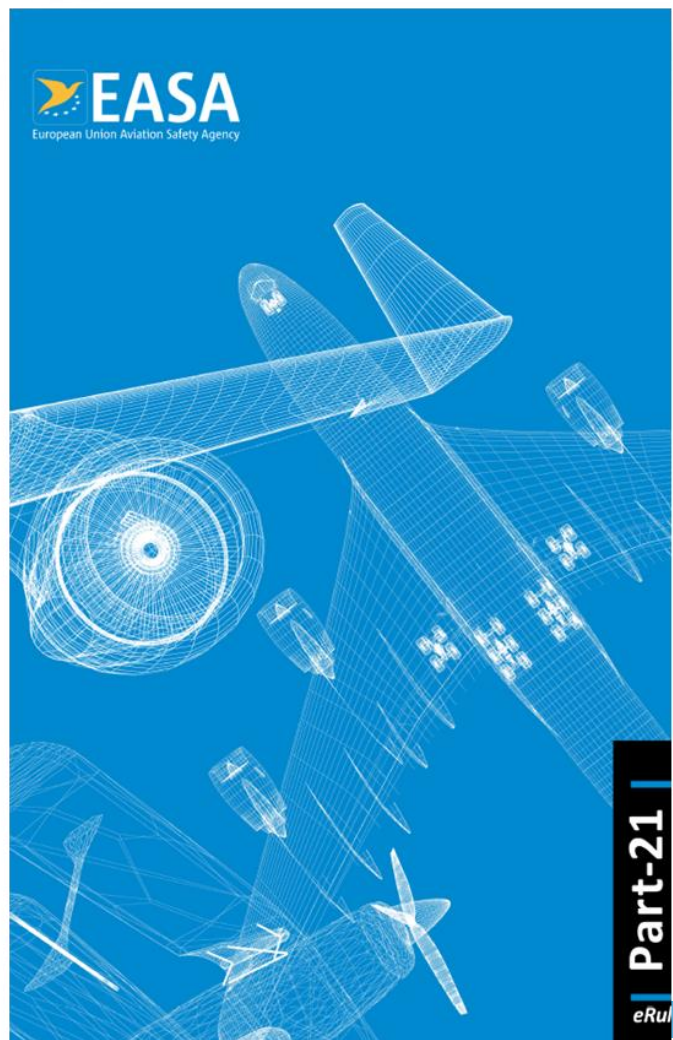
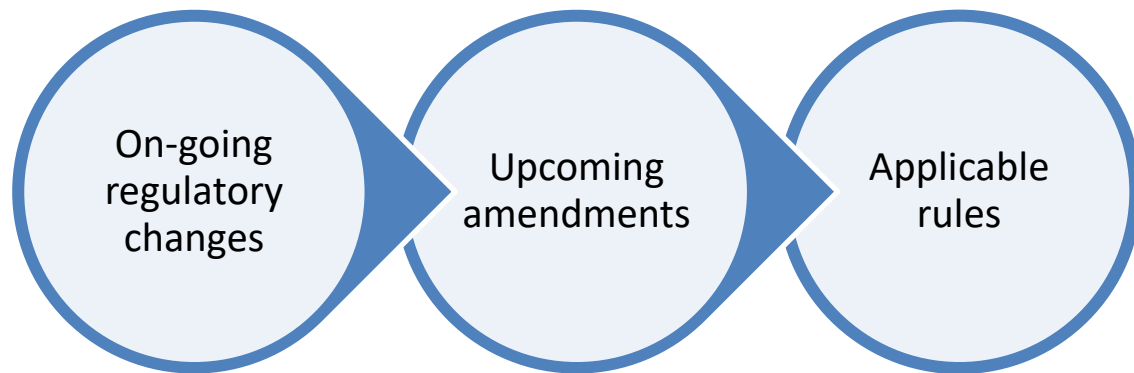
Initial Airworthiness Standards and
Specifications



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

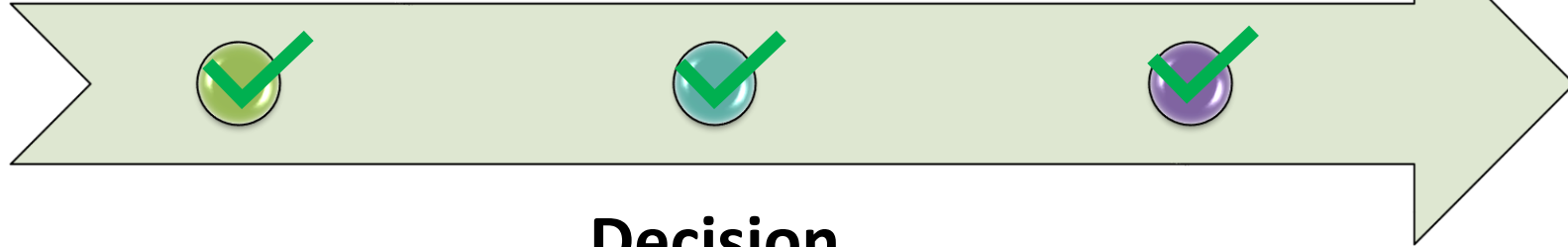


AMC/GM to Part 21 | Issue 2, Amendment 11, RMT.0031

NPA
2020-04

Applicability

- 3 March 2021



Decision
2021/001/R

Part 21 – Latest amendments

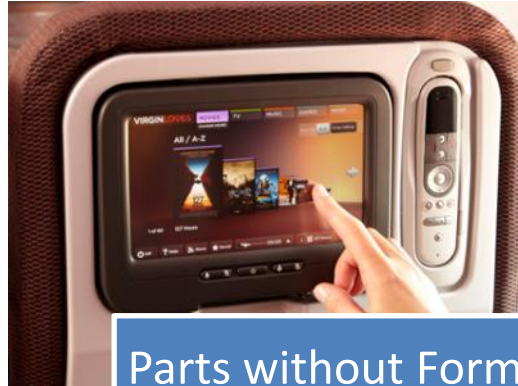


Instruction for Continued Airworthiness, Parts without Form 1 and Ageing Aircraft
RMT.0252, RMT.0018, RMT.0225



ICA

[Video](#)



Parts without Form1

[Video](#)



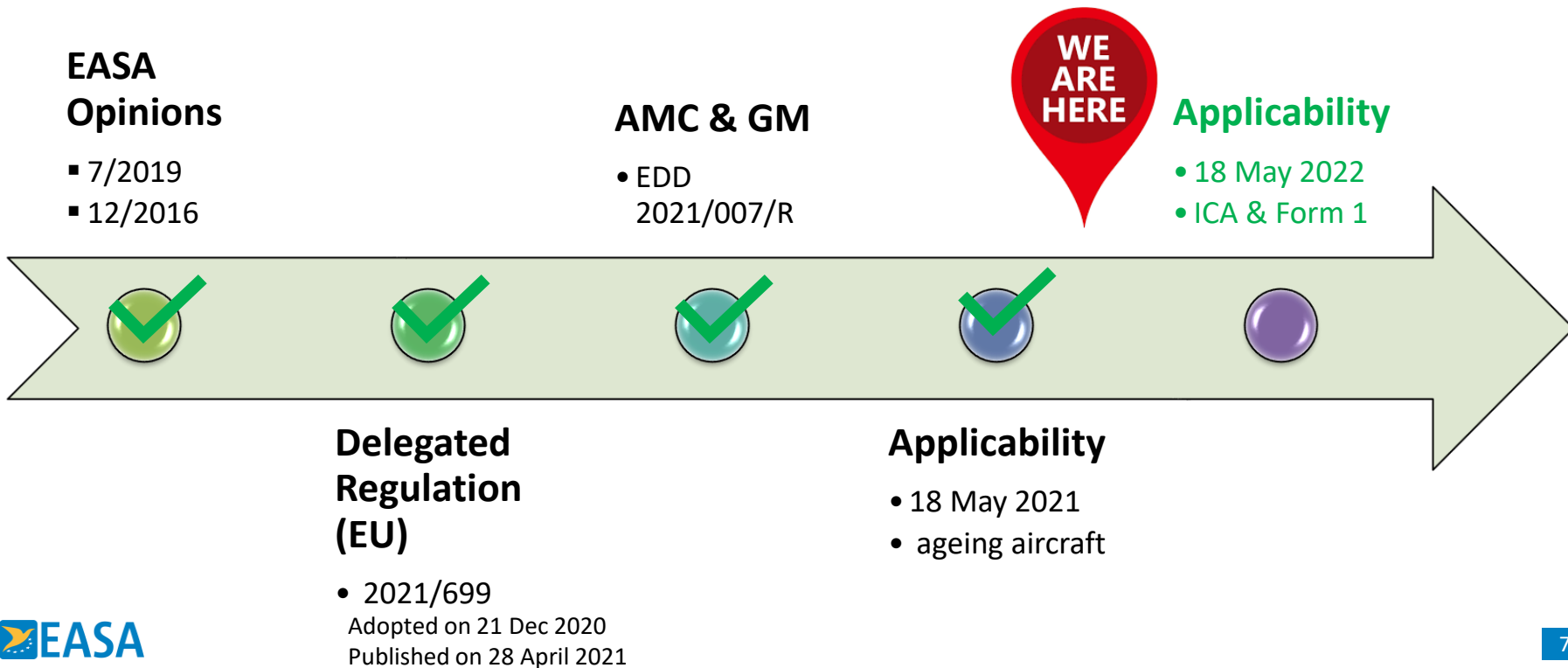
Ageing aircraft

[More info](#)

Part 21 – Latest amendments



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



Part 21 – Latest amendments

Environmental Protection – Annex 16, RMT.0514



Ax16 Vol.I



International Standards
and Recommended Practices



Annex 16, Volume I, became applicable on 1 January 2018. All previous editions of Annex 16, Volume I, are hereby withdrawn.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Aircraft Noise



Ax16 Vol.II



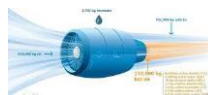
International Standards
and Recommended Practices



Annex 16, Volume II, became applicable on 1 January 2018. All previous editions of Annex 16, Volume II, are hereby withdrawn.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

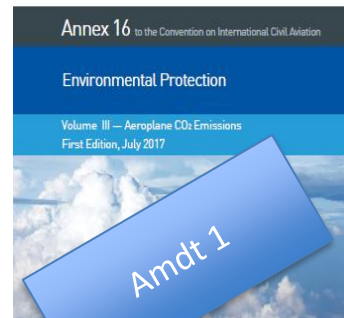
Aircraft Engine Emissions



Ax16 Vol.III



International Standards
and Recommended Practices



Annex 16, Volume III, became applicable on 1 January 2018. All previous editions of Annex 16, Volume III, are hereby withdrawn.

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

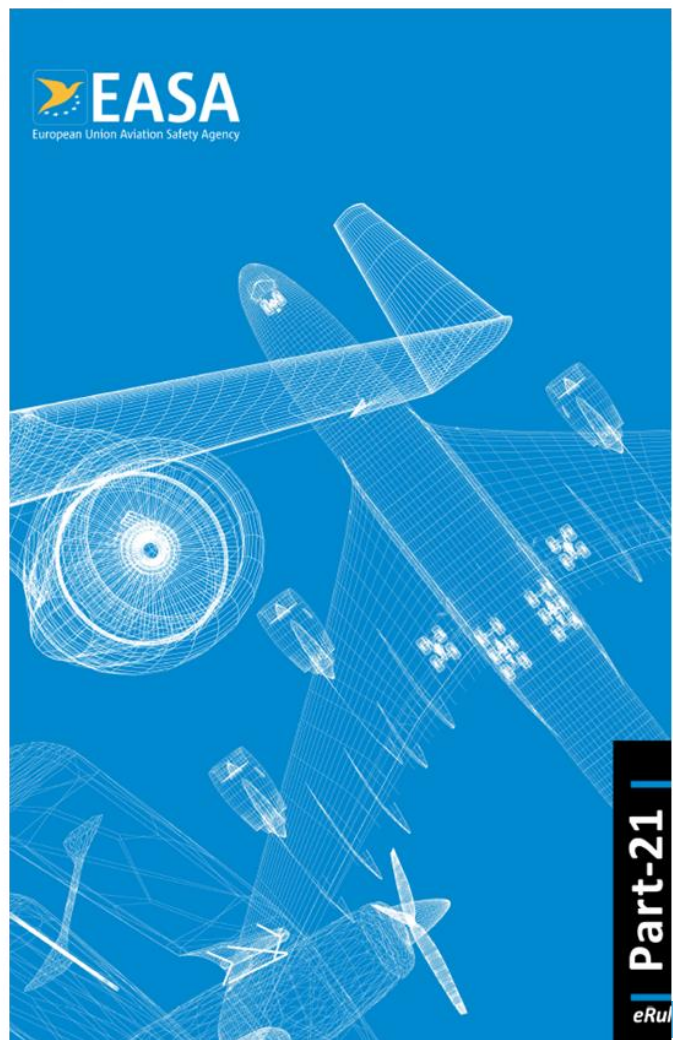
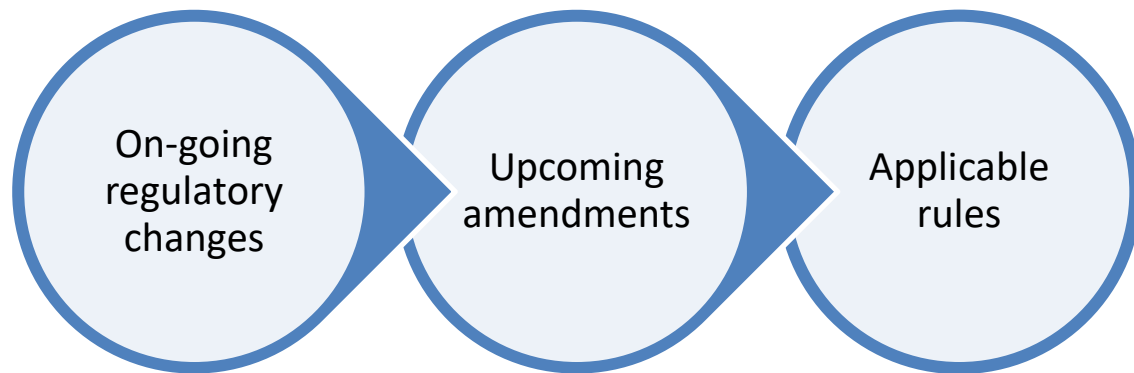
Applicability

- 25 July 2021

**WE
ARE
HERE**



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

WE
ARE
HERE

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

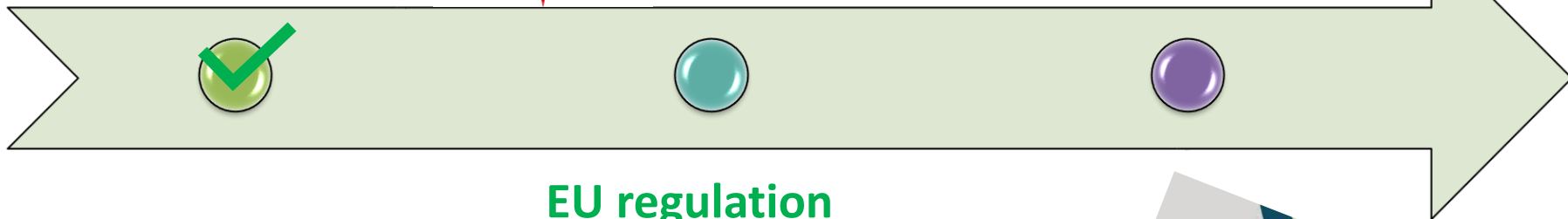
EASA Opinion

- 3/2021



Applicability

- Expected Q3 2023
- 1 year to close findings



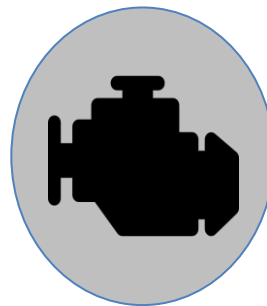
EU regulation

- Expected Q3 2022

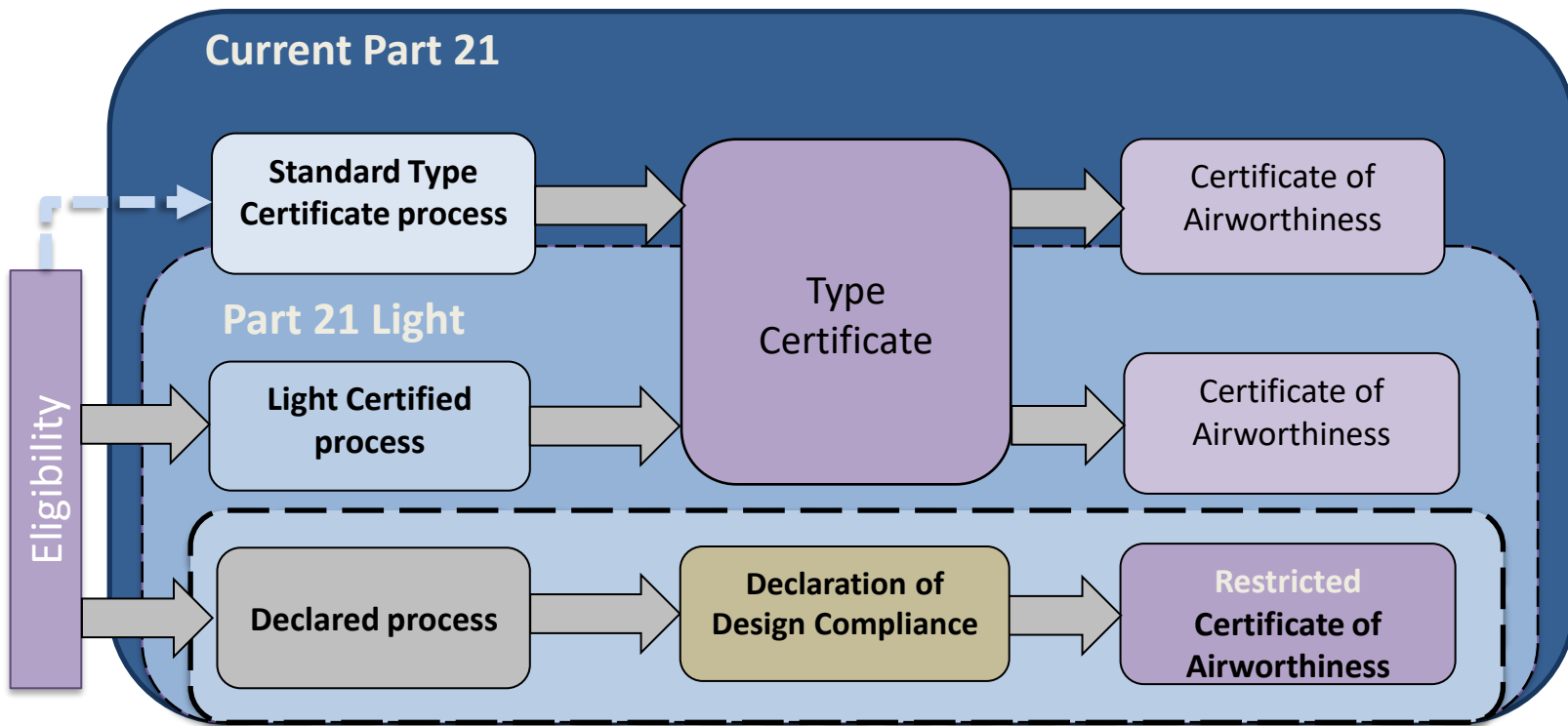


Part 21 – Upcoming amendments

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;



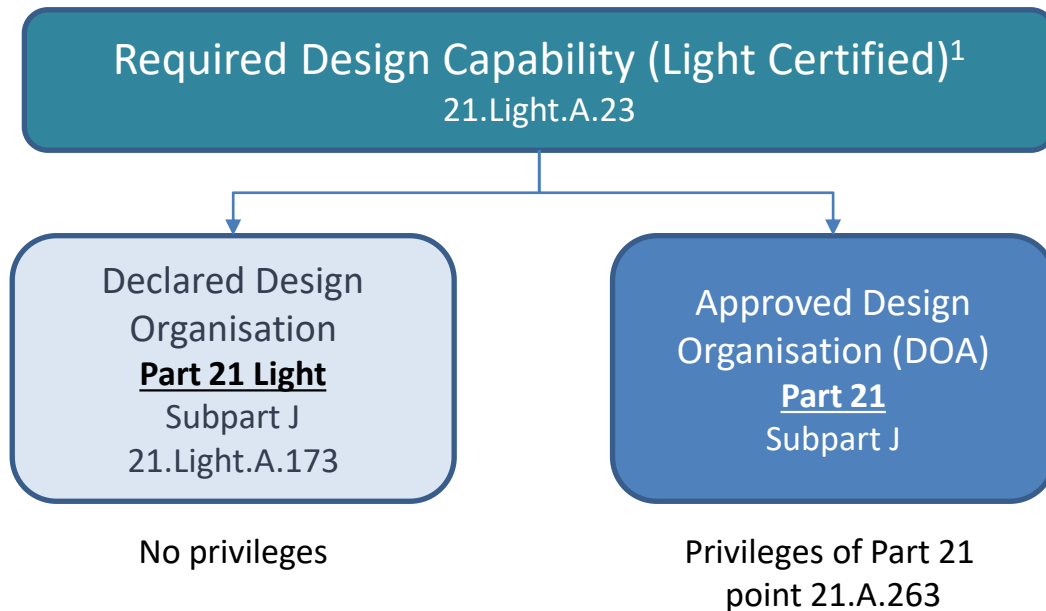
Possibility to become a **declared** production organisation;



Product focussed oversight at 2 main intervention points:

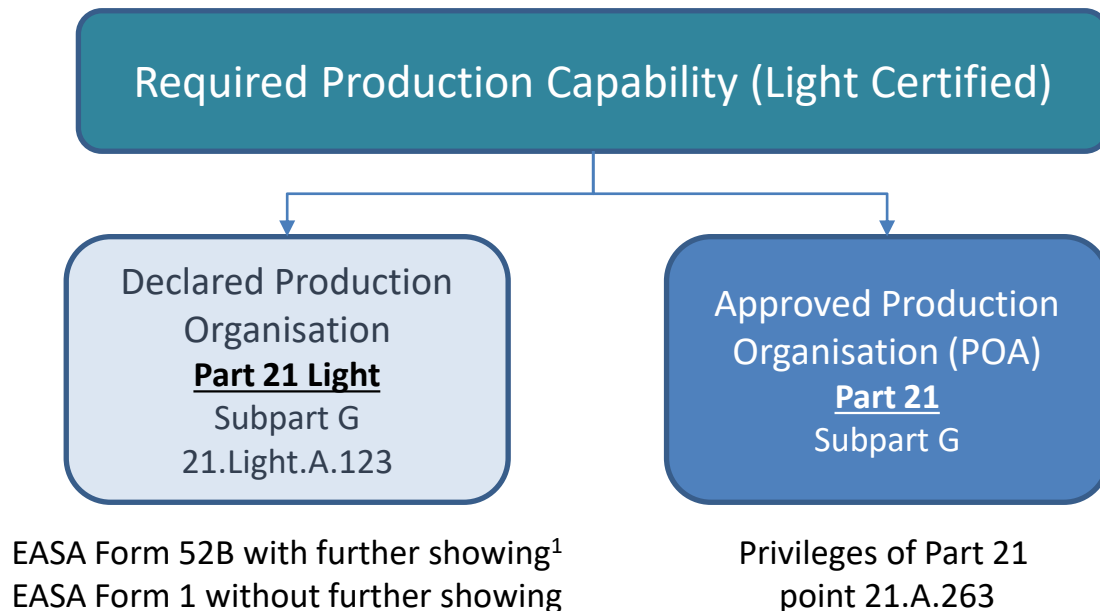
- Critical design review before 1st flight;
- First article inspection before first aircraft enters service (CofA)

Light Certified- Design capability requirements



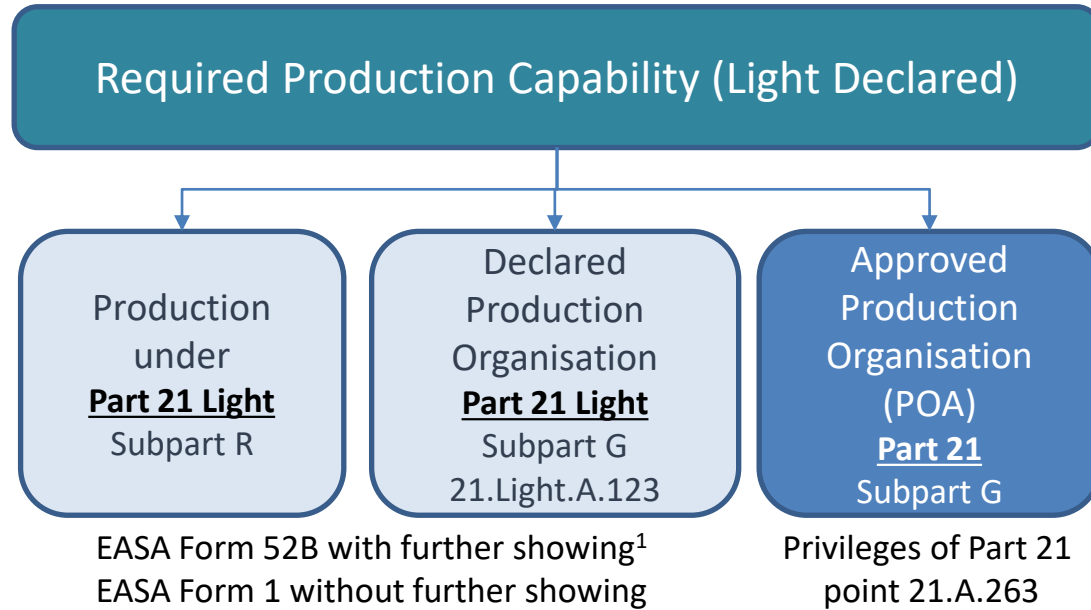
¹ There are no formal design capability requirements for the Light Declared process

Light Certified- Production capability requirements



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

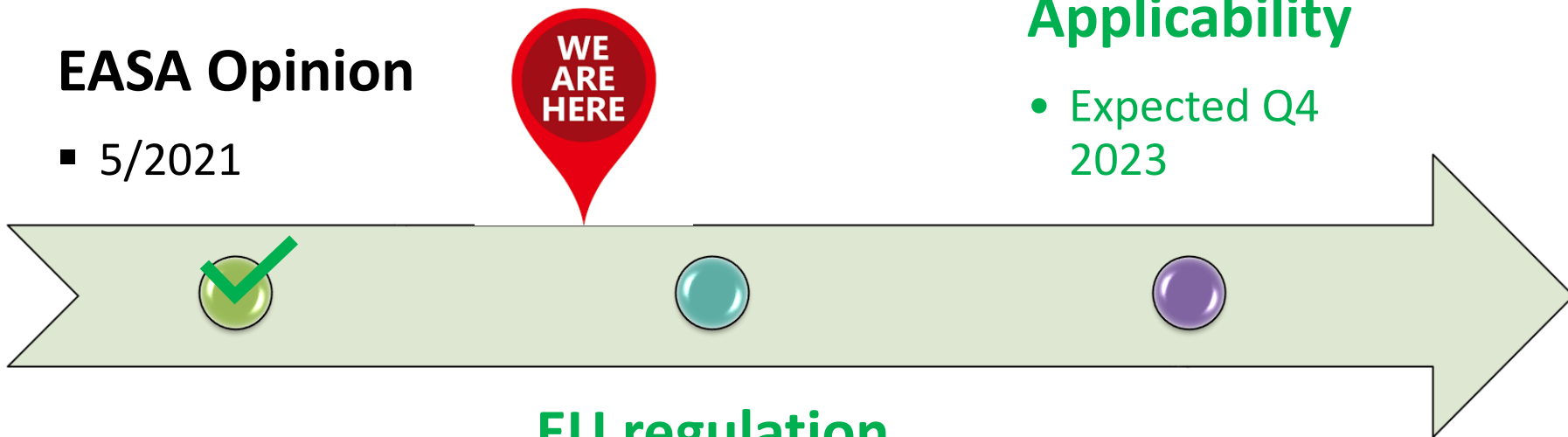
EASA Opinion

- 5/2021

WE
ARE
HERE

Applicability

- Expected Q4 2023

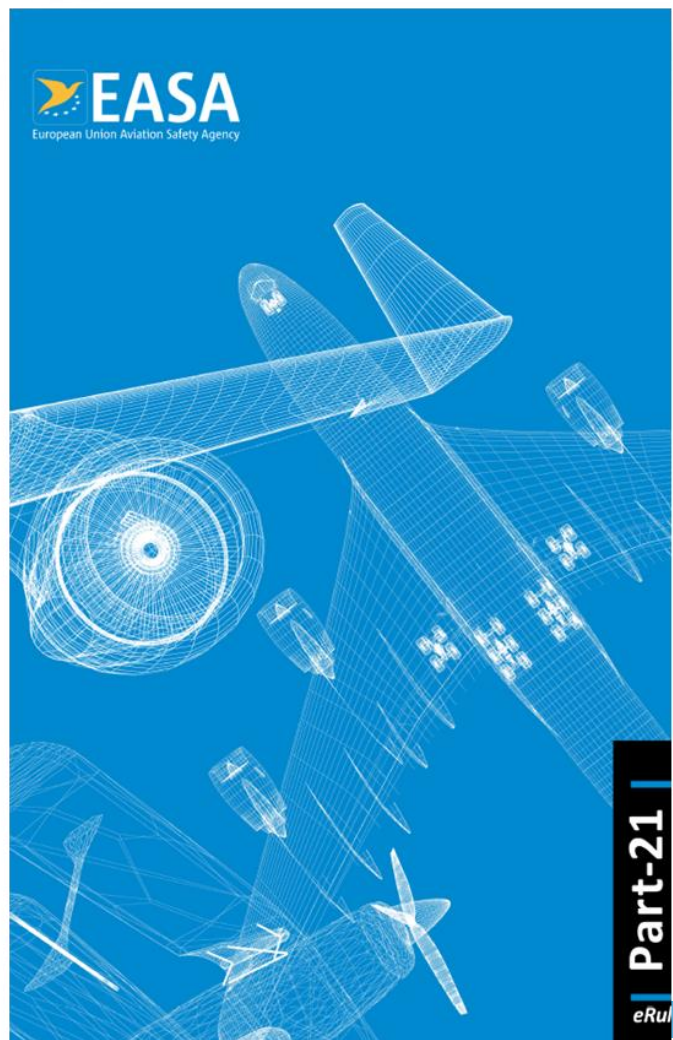
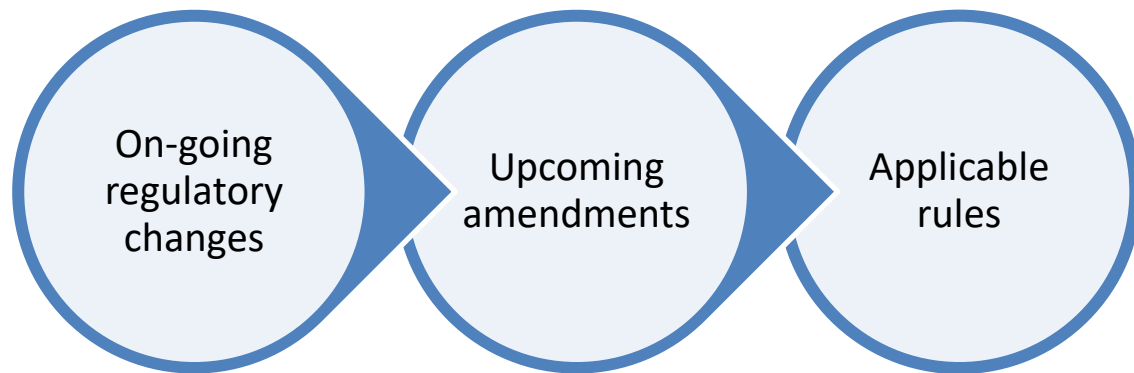


[Part 21 Light Video](#)

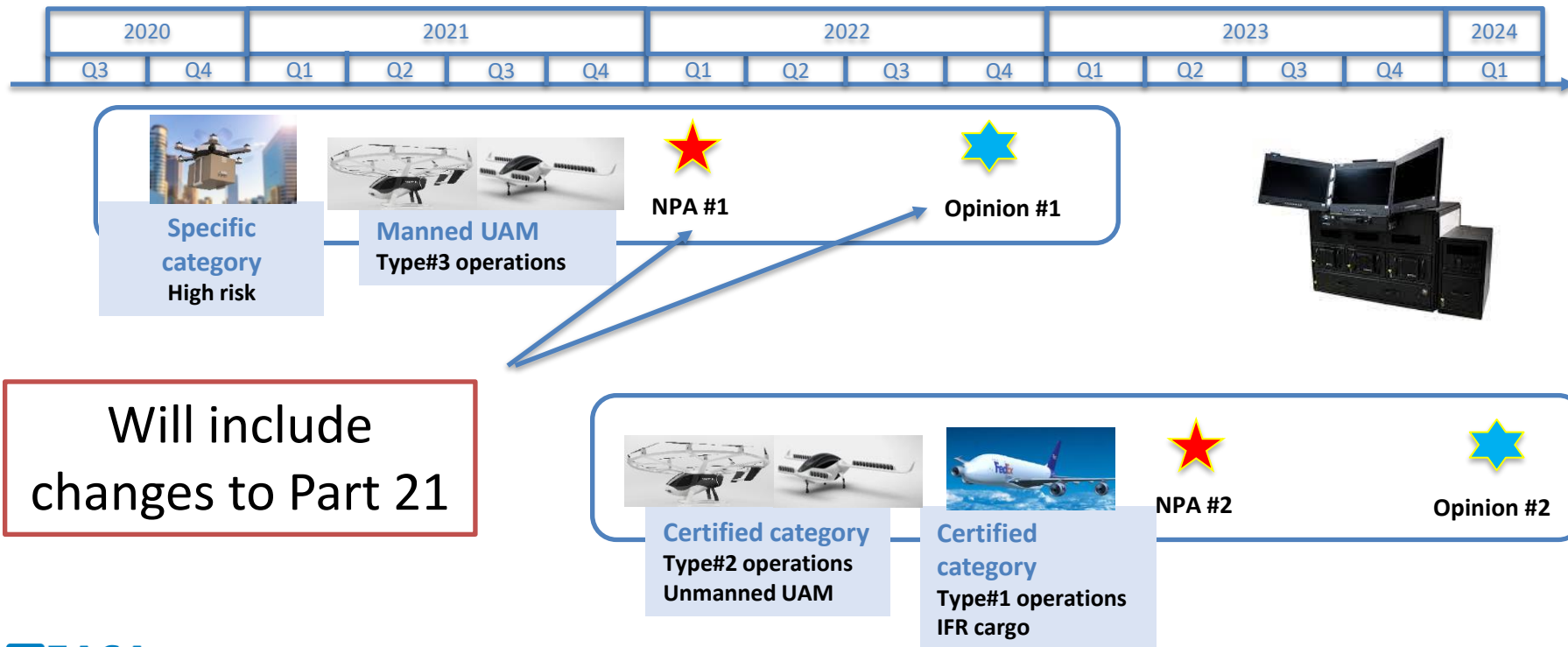
EU regulation

- Expected Q4 2022

Changes to Part 21



Part 21 – Next EASA Opinion





THANK YOU

