

EU regler och EASA AMC/GM/CS

Tillbakablick 2 år

Vad är på gång

Presentatör

Johan Brunnberg

Flygteknisk Inspektör

Sjö- och luftfartsavdelningen

Enheten för operatörer, fartyg och luftfartyg

Sektionen för teknisk operation

2024-05-30

Innehåll

Överblick det senaste ändringarna för:

- EU 748/2012
- EU 1321/2014
- Övrigt

Vad är på gång

Krav på regelefterlevnad

Summering

Ändringar i

EU 748/2012

Part-21

Part-21L

Part-21

- Införande av:
 - PMS (Production Management System) för 21G (POA)
 - Part-IS.D.OR för 21G (POA)

Part-21L (Light)

- amending Regulation (EU) No 748/2012 as regards the implementation of **more proportionate requirements for aircraft used for sport and recreational aviation**

Berör förenklat:

- Luftfartyg under 2 000kg (**Type Certificates**)
- Luftfartyg under 1 200kg under förutsättning att deras konstruktioner inte omfattar nya eller ovanliga konstruktionsegenskaper
(**Declarations Of Aircraft Design Compliance**)

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**;



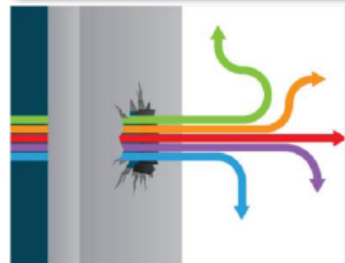
Sailplanes or powered sailplanes of **1 200 kg MTOM** or less;



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;

All balloons;

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

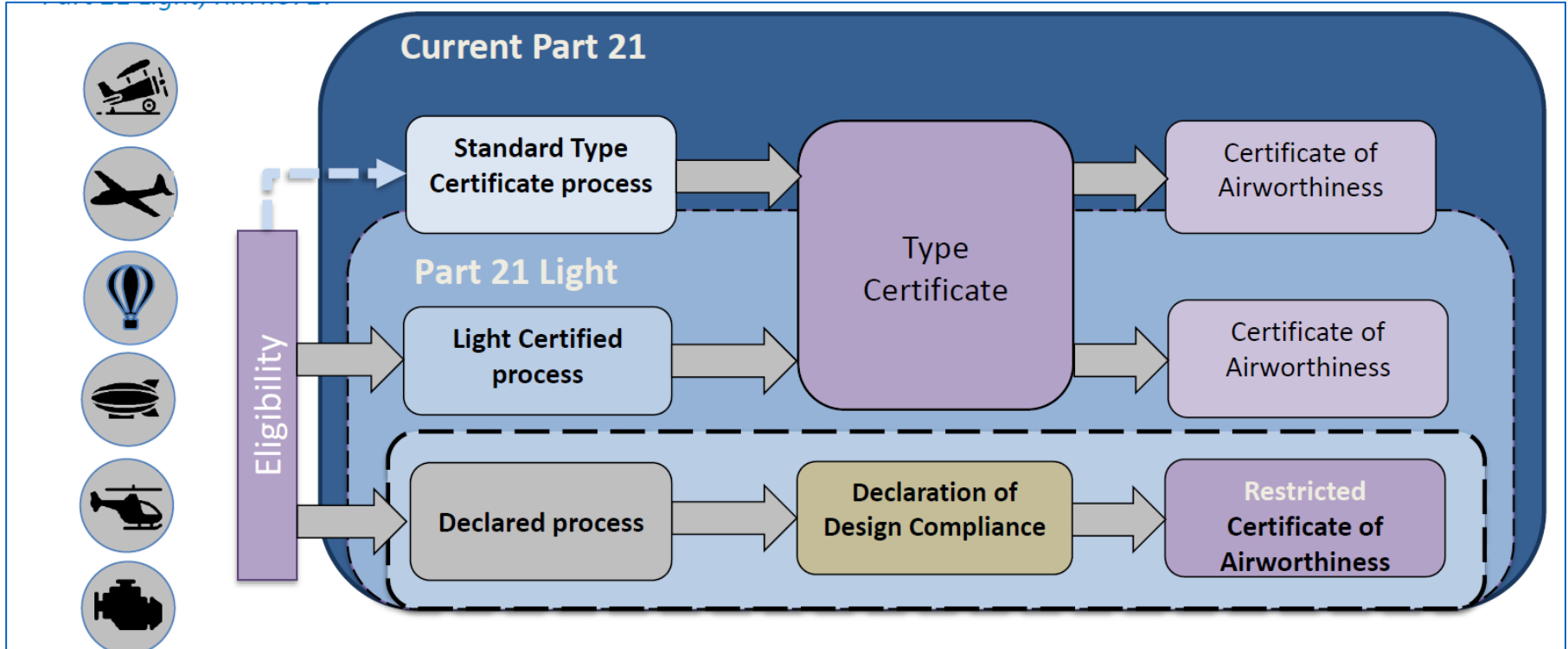
Rotorcraft with a MTOM of **1 200kg** or less with a seating configuration of **maximum 4 persons**;
Gyroplanes;



Piston engines and fixed pitch propeller on above



Part-21L (Light)



Ändringar i Part-21 Light påverkar 1321/2014

- Part-M
- Part-145
- Part-66
- Part-ML
- Part-CAMO

Article 1

Regulation (EU) No 1321/2014 is amended as follows:

- (1) Annex I (Part-M) is amended in accordance with Annex I to this Regulation;
- (2) Annex II (Part-145) is amended in accordance with Annex II to this Regulation;
- (3) Annex III (Part-66) is amended in accordance with Annex III to this Regulation;
- (4) Annex Vb (Part-ML) is amended in accordance with Annex IV to this Regulation;
- (5) Annex Vc (Part-CAMO) is amended in accordance with Annex V to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 25 August 2023.

Ändringar i

EU 1321/2014

Part-M

Part-145

Part-CAMO

Part-66

Part-M

- single air carrier business grouping (One Business Group CAMO)
 - Harmonisation of the management systems
- Pga. Part-21L påverkas:
 - Utveckling AMP
 - Maintenance data
 - Modifieringar
 - Reparationer
 - Luftvärdighetsgranskning (AR)

Ex pga Part-21L

“or to the declarant of a declaration of design compliance”

- (f) With respect to maintenance considered to be specialised services (such as non-destructive testing (NDT)), applicable maintenance data typically includes non-destructive testing or inspection manual, and all applicable specialised service(s) process instructions issued or specified by the DAH **or the declarant of a declaration of design compliance**.

GM1 M.A.401(b)(4) Maintenance data

COMPONENT MANUFACTURER MAINTENANCE INSTRUCTIONS

The maintenance instructions published by the component manufacturers may be considered acceptable to the DAH **or to the declarant of a declaration of design compliance** – and hence may be used as maintenance data for maintenance on components approved for installation by the DAH **or the declarant of a declaration of design compliance** – when they are referenced as additional or optional maintenance information together with the ICA, or when documented by a list by that DAH (GM3 21.A.7(a) **or GM3 21L.A.9(a)**) **or that declarant of a declaration of design compliance (GM3 21L.A.9(a))**.

GM M.A.402(h) Performance of maintenance

Several data sources may be used for the identification of critical maintenance tasks, such as:

- information from the design approval holder **or the declarant of a declaration of design compliance**;
- [...]

GM1 M.A.501(a)(1) Classification and installation

Point ~~(b)~~ of 21.A.307(b) of Annex I (Part 21) and point 21L.A.193(b) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 **specifies** new components that do not need an EASA Form 1 or equivalent to be eligible for installation. Point ~~(c)~~ of 21.A.307(c) of Annex I (Part 21) and point 21L.A.193(c) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 **specifies** the conditions for the document accompanying the component.

AMC1 M.A.501(a)(4) Classification and installation

STANDARD PARTS

[...]

- (b) To designate a part as a standard part, the TC holder **or the declarant of a declaration of design compliance** may issue a standard parts manual accepted by the competent authority of the original

Part-145

- Införande av Management System
- Möjligheten med Specific Training Programme SM/CMM
- Pga. Part-21L
- Part-IS.I.OR (I kraft från 2022-11-15 – Infört senast 2026-02-26
 - 1:a ändringen på regeln redan utgivits.
 - (Part-IS.D.OR för 21G (POA))

Ex pga Part-21L

“or to the declarant of a declaration of design compliance”

AMC 145.A.50(b) Certification of maintenance

[...]

3. The certificate of release to service should relate to the task specified in the instructions issued by the (S)TC holder's or the declarant of a declaration of design compliance or operator's instructions or in the aircraft maintenance programme which itself may cross-refer to maintenance data.

[...]

AMC2 145.A.50(d) Certification of maintenance

[...]

- 2.9. Used aircraft components removed from an aircraft involved in an accident or incident. Such components should only be issued with an EASA Form 1 when processed in accordance with paragraph 2.7 and a specific work order including all additional necessary tests and inspections deemed necessary by the accident or incident. Such a work order may require input from the TC holder or the declarant of a declaration of design compliance or original manufacturer as appropriate. This work order should be referenced in block 12.

AMC1 145.A.50(e) Certification of maintenance

[...]

4. Certain maintenance data issued by the design approval holder or the declarant of a declaration of design compliance (e.g. aircraft maintenance manual (AMM)) requires that a maintenance task be performed in flight as a necessary condition to complete the maintenance ordered. Within the aircraft limitations, an appropriately authorised certifying staff should release the incomplete maintenance before the flight on behalf of the maintenance organisation. [...]

AMC1 145.A.55(a)(3) Record-keeping

‘Associated maintenance data’ refers to specific information such as data pertaining to embodiment of a repair or modification data. This does not necessarily require the retention of all Aircraft Maintenance Manual, Component Maintenance Manual, IPC, etc. issued by the TC holder, or the STC holder or the declarant of a declaration of design compliance. Maintenance records should refer to the revision status of the data used.

Part-CAMO

- One Bussiness Group CAMO
- Möjligheten med Specific Training Programme SM/CMM
- Part-IS.I.OR (I kraft från 2022-11-15 – Infört senast 2026-02-26
 - 1:a ändringen på regeln redan utgivits.

Part-66

En större ändring för bla.:

- OJT
 - OJT som påbörjas efter 12/6-2024 ska vara enligt de nya reglerna
- “Basic knowledge examinations”
 - med övergångsregler (12/6-2024 – 12/6-2026)

Ändringar i

CS-STAN

EU 2015/640

Part-26

CS-STAN – Issue 4

SUBPART A — GENERAL

- Nytt & ändringar

SUBPART B — STANDARD CHANGES

- Ytterligare möjligheter

SUBPART C — STANDARD REPAIRS

- ”Mindre” ändringar

Part-26 (ändring 4)

- Tyre pressure monitoring
- Helicopter ditching and water impact occupant survivability

Vad är på gång

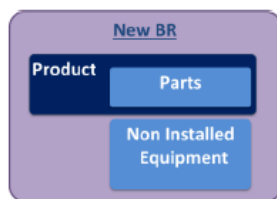
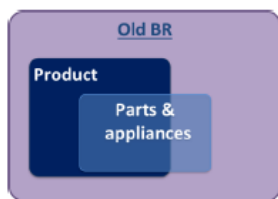
(EU) 748/2012

- Focus på UAS och VTOL
- Regelbunden uppdatering (korrigeringar)

Part-21

- NIE (Non-installed equipment)

Non-installed equipment (RMT.0727 Subtask 3)



- NPA
 - Expected in Q3 2024
- EASA Opinion
 - Expected in 2025
- AMC & GM
 - Expected in 2025
- EU Regulations
 - Expected in 2026

Contemplated approach - reduced impact on existent processes in Part 21

- made ETSOA process in P21/Subpart O applicable to NIE as well
- two applicability scenarios:
 - NIE that are subject of an approval according to OPS rules (Commission Regulation (EU) No 965/2012); and
 - NIE not subject of an approval but for which the equipment manufacturer voluntary requests certification against (existent and) applicable ETSO

NOTE 1 Despite the simple approach, the expected impact on Part 21 will be somewhat extensive as the terminology should be aligned with Basic Regulation (replacement of 'appliance' by 'non-installed equipment')

NOTE 2 This rulemaking task is also including the development of the requirements for CAW of NIE (to be published in the same NPA)

Part-26

Upcoming Part 26 Opinion



- Mandate the installation of a crash-resistant fuel system (CRFS) onto existing rotorcraft designs that are still in production and the retrofit of existing rotorcraft that are operated in the EASA Member States to mitigate the risks linked to a post-crash fire involving a rotorcraft
- Transposition of ICAO Standards for design approval holders to make available to operators information on cargo compartment fire protection capabilities, as certified, of aeroplanes and helicopters
- Delay of ROAAS applicability until 1 July 2026 (from 1 Jan 2025) due to difficulties reported by TCH and suppliers
- **To be published in June 2024**

(EU) 1321/2014

- Regelbunden uppdatering (korrigeringar)
- New Air Mobility
 - Ny teknologi (Framdrivning: elektrisk/hybrid)
 - Påverkar Part-66
- Förtydligande ansvaret B1/B2 och supportstaff
- Artificial intelligence thrustworthiness
- Import av luftfartyg + luftvärdighetsgranskning (+ händelserapportering)

CAMO & 145

Krav på regelefterlevnad

Part-CAMO

AMC1 CAMO.A.300(a)(1) CAME

ACCOUNTABLE MANAGER STATEMENT

... These procedures do not override **the necessity of complying with any new or amended regulation published from time to time** where these new or amended regulations are in conflict with these procedures. ...

CAMO.A.300

(a)(11) the procedures specifying how the organisation **ensures compliance with this Annex, Annex I (Part-M) and Annex Vb (Part-ML), as applicable**, including in particular:

CAMO.A.135 Continued validity

(a) The organisation's certificate **shall remain valid subject to compliance** with all of the following conditions:

- (1) **the organisation remaining in compliance with Regulation (EU) 2018/1139 and its delegated and implementing acts**, taking into account the provisions related to the handling of findings as specified under point CAMO.B.350;

Part-145

AMC1 145.A.70(a)(1) MOE

ACCOUNTABLE MANAGER STATEMENT

... These procedures do not override **the necessity of complying with any new or amended regulation published from time to time** where these new or amended regulations are in conflict with these procedures. ...

145.A.70 MOE

(a)(12) the procedures specifying how the organisation **ensures compliance with this Annex**;

145.A.90 Continued validity

(a) The organisation's certificate **shall remain valid, subject to compliance** with all of the following conditions:

1. **the organisation remaining in compliance with Regulation (EU) 2018/1139 and its delegated and implementing acts**, taking into account the provisions of point 145.B.350 of this Annex related to the handling of findings;

Summering

Överblick det senaste ändringarna för:

- EU 748/2012
- EU 1321/2014
- Övrigt

Vad är på gång

Krav på regelefterlevnad