Acceptable Means of Compliance and Guidance Material to Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, Issue 1, Amendment X

Annex XXX to ED Decision 202X/XXX/R

'AMC and GM to Part 21 Light — Issue 1, Amendment X'

The amendments are presented as follows:

— deleted text is ~~struck through~~;

— new text is highlighted;

— an ellipsis '[…]' indicates that the rest of the text is unchanged.

Disclaimer

This document is provided for information purposes only.
No quality control has been performed.

Note to the reader

In amended, and in particular in existing (that is, unchanged) text, 'Agency' *is used interchangeably with* 'EASA'. *The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the* 'European Union Aviation Safety Agency (EASA)'.

SECTION A — TECHNICAL REQUIREMENTS

[…]

SUBPART D — CHANGES TO TYPES CERTIFICATES

[…]

GM1 21L.A.63 Classification of changes to a type certificate

[…]

(c) ASSESSMENT OF A CHANGE FOR CLASSIFICATION

[…]

(6) Guidance on the classification of changes to certified ~~aircraft~~ noise ~~levels~~ and ~~aircraft engine~~ emissions levels

Volume I of ICAO Doc 9501 'Environmental Technical Manual' (ETM) and Volume II of ICAO Annex 16 lay down the criteria of a 'no-acoustical change' and a 'no emissions change'.

Changes that exceed the criteria for a 'no-acoustical change' or a 'no ~~-~~emissions change' ~~modify the~~ result in new certified noise or emissions levels and as such are classified as major changes.

~~Volumes I and II of ICAO Doc 9501 'Environmental Technical Manual' define 'no-acoustical changes' and 'no-emissions changes' respectively as changes that would result in very small changes in the certified levels and provide criteria for their determination. These changes have 'no appreciable effect' on the certified levels. Consequently, they are classified as minor changes for environmental protection and the certified levels remain unchanged.~~

~~If the 'no-acoustical change' or 'no-emissions change' is demonstrated using an equivalent procedure to the one specified in ICAO Annex 16, the applicant should seek the agreement of EASA on the classification of the change. An equivalent procedure is a test or analysis procedure which, while differing from the one specified in ICAO Annex 16, effectively yields the same noise or emission levels as the specified procedure according to the technical judgement of EASA.~~

~~All other changes to the certified aircraft noise levels and aircraft engine emissions levels are classified as major changes.~~

Examples of major changes are provided in Appendix A to GM1 21L.A.63.

To determine whether a change listed in Appendix A to GM1 21L.A.63 results in a 'no-acoustical change' or a 'no emissions change', the applicant proposes to the Agency the use of procedures from Annex 16, the ETM, or equivalent procedures.

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