



TRAINING COURSE DETAILS

EASA Part 21 & CAR 21 Subpart G & J Regulatory Framework – 3 Days

INTRODUCTION

Subpart J regulatory approval provides for the Design of Aircraft and Components Design Organisation Approval (DOA) and Subpart G provides for a Production Organization approval (POA).

The primary function of the DOA holder is to assume full responsibility for all designed product (Initial Airworthiness) including the need to support Continued Airworthiness of the designed product.

Whilst the role of the POA relates in part to the role of (Continued Airworthiness) the primary function of the organization is Initial Airworthiness in respect of managing the production of Products Parts and Appliances for use on aircraft, the process is regulated in accordance with the requirements of Part 21.

A company holding Part-21 (CAR 21) Subpart J Design Organisation Approval (DOA), has the approval to Design and certify aircraft parts.

A company holding Part-21 (CAR 21) Subpart G Production Organisation Approval (POA), has the approval to build and certify aircraft parts when a DOA -POA agreement is in place.

Organisations approved to manufacture in accordance with PART 21 (CAR 21 Subpart G are approved to issue EASA Form One or GCAA Form 1 as appropriate in respect of the Products Parts and Appliances.

Training Regulatory Compliance

CAR 21 shows compliance with (EU) No 69/2014, including Operational Suitability Data (OSD) requirements.

EASA Part 21 shows compliance additionally with (EU) No 2015/1039 (01/07/2015) and (EU) 2016/5 (12/01/2016).

Date

On Demand

Venue

Category

Personal Development

Price

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Detailed Content / Topics - The following Subjects will be addressed

- General Introduction
- Abbreviations
- Introduction to EASA Part 21 Regulatory Environment
- Airworthiness Principles & Continuing Airworthiness
- UAE Civil Aviation Laws Introduction
- GCAA CAR 21 Specific Requirements
- Regulatory Update – July 2016
- Commission Regulation 748 / 2012
- Understanding the Certification and Approval Process
- Supplemental Type Certificates (STC)
- Repair Approval Procedures
- Equipment Approval Procedures
- PART 21 Quality Systems
- SMS in a Part 21 / CAR 21 Organisation
- EASA Delegation Processes
- Managing Competency in a Part 21 / CAR 21 DOA or POA organization
- General Introduction to all Part 21 / CAR 21 Subparts - Review
- Subpart F Production without POA (Production Organisation Approval)
- Subpart G Production Organisation Approval
- Subpart J Design Organisation Approval
- Subpart J Stakeholders in the Design Assurance System - Compliance Verification Engineer (CVE)
- Subpart M – Repairs
- Subpart P – Permit to Fly
- Subpart Q – Identification of Products, Parts and Appliances

Target groups

Nominated personnel and other key personnel in Part 21 / CAR 21 Design & Production Organisations, Quality Managers/ Quality Auditors and Airline CAMO Staff.

Regulators and persons interested in obtaining a detailed understanding of the Design, Certification and Production of Aircraft Parts.

Pre-requisites

It is not necessary to have prior knowledge to participate in this training.

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SOFEMA

Aviation services



Aviation Regulatory Experts



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Learning Objectives

A detailed understanding of Aviation Product Design and Production regulatory driven processes.

A thorough understanding of the associated terminology and procedures including changes to Type Design, Control of Supplementary Type Certificates (STC) (modifications) and repairs.

This training is intended to focus on the essential elements to provide a comprehensive understanding of the entire Design Organization / Production Organization Process.

EASA Part 21 & CAR 21 Differences will also be covered during this training.

Duration

3 Days - Each training day will start at 09.00 and finish at 17.00 with appropriate refreshment breaks.

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