Part 21 Light- Simpler steps into the EASA regulatory system

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Initial Airworthiness Standards and Specifications
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Enable the application of a proportionate approach for products that are considered to pose less risk when compared with other more complex products.
Part 21 Light - Overview

Scope of Part 21 Light

- Light Certified process
- Declared process

- Type Certificate
  - Certificate of Airworthiness
  - Declaration of Design Compliance
  - Restricted Certificate of Airworthiness

EASA Verification
## Scope of Part 21 Light

<table>
<thead>
<tr>
<th>Light Declared aircraft</th>
<th>Light Certified aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Aeroplanes with a MTOM of 1200 kg or less</strong> with a seating configuration of <strong>maximum 2 persons</strong>;</td>
<td><strong>Aeroplanes with a MTOM of 2000 kg or less</strong> with a seating configuration of <strong>maximum 4 persons</strong>;</td>
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<tr>
<td><strong>Sailplanes or powered sailplanes of 1200 kg MTOM or less</strong>;</td>
<td><strong>Sailplanes or powered sailplanes of 2000 kg or less</strong>;</td>
</tr>
<tr>
<td><strong>Balloons designed for maximum 4 persons</strong>;</td>
<td><strong>All balloons</strong>;</td>
</tr>
<tr>
<td><strong>Hot air airships designed for maximum 4 persons</strong>.</td>
<td><strong>Hot air airships; Passenger gas airships designed for maximum 4 persons</strong>;</td>
</tr>
<tr>
<td></td>
<td><strong>Rotorcraft with a MTOM of 1200 kg or less with a seating configuration of maximum 4 persons; Gyroplanes</strong>;</td>
</tr>
<tr>
<td></td>
<td><strong>Piston engines and fixed pitch propeller on above</strong></td>
</tr>
</tbody>
</table>
Design capability requirements

Light Declared aircraft
- No formal Design Organisation requirements
- Design obligations and responsibilities

Light Certified aircraft
- Declared Design Organisation
  - No privileges
- Approved Design Organisation (DOA)
  - Privileges of Part 21 point 21.A.263
Light Certified- Production capability requirements

Light Certified aircraft production

Declared Production Organisation

Approved Production Organisation (POA)

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

Privileges of Part 21 point 21.A.263

¹ Based upon a risk assessment of the need by the Competent Authority
Light Declared - Production capability requirements

Light Declared aircraft production

Production under **Part 21 Light** Subpart R

Declared Production Organisation

Approved Production Organisation (POA)

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

Privileges of Part 21 point 21.A.263

¹ Based upon a risk assessment of the need by the Competent Authority
Permeability-Part 21 to Part 21 Light

**Current Part 21**

- Existing Type Certificate (or STC)
- Design capability (approved (DOA), APDOA, Cert. Plan)
- Changes to design under Part 21
- Design of Repairs under Part 21
- Production by approved Organisation (POA)

**Part 21 Light**

- Design capability (approved or declared)
- Changes to design under Part 21 Light
- Design of Repairs under Part 21 Light
- Production by approved or declared organisation
Part 21 Light Declared - The route to a declaration

CDP
Compliance demonstration plan prepared
21.Light.A.44 (1)

Demonstration of Compliance
Demonstration of Compliance starts
21.Light.A.44

Safety Review
EASA conducts Safety Review before flight conditions are issued
21.Light.B.242

Flight Conditions
EASA approves flight conditions
Part 21

Permit to Fly
NAA issues Permit to Fly
Part 21

Supporting documents
Declarant provides all supporting documentation
21.Light.A.43 (d)

Declaration of Compliance
Declarant submits declaration of compliance
21.Light.A.43 (b)

First Article Inspection
EASA and NAA conduct
First Article Inspection
21.Light.B.62 (b)
21.Light.B.251 (b)

Technical Specifications
Declarant selects technical specifications

Scope
Declarant ensures aircraft is within scope of Subpart C
21.Light.A.41

Registration and RCofA
EASA registers declaration and NAA issues 1st RCofA
21.Light.B.63
21.Light.B.162

Compliance demonstration plan prepared
21.Light.A.44 (1)
Part 21 Light – Design Changes
Part 21 Light - Design Changes and STCs (1 of 2)

Light Declared aircraft

Declaration for a Major Change signed by the declarant and submitted to EASA for registration

Declaration for a Minor Change signed by the declarant and retained by the declarant in a register

Declared design

Only the original declarant can make a declaration of design compliance for a major change (no STCs)

For minor changes, the original declarant or a DOA holder can make a declaration of design compliance
Part 21 Light - Design Changes and STCs (2 of 2)

**Light Certified aircraft**

- Application for Major Change submitted and certified by EASA*
- Application for a Minor Change submitted and certified by EASA*
- Application for an STC submitted and certified by EASA*

* DOA holders are permitted to use their privileges granted under Part 21 within Part 21 Light

Existing TC and STC holders have 3 years to choose to migrate their certificates to Part 21 Light
Part 21 Light – Conformity
Part 21 Light - Conformity of individual aircraft

Statement of Conformity
EASA Form 52B issued by manufacturer to attest conformity of an aircraft.

Authorised Release Certificate
EASA Form 1 issued by manufacturer for engines, propellers and parts.

NAA Oversight
After first article inspection, further oversight visits to ensure conformity are carried out after a risk based evaluation.

CofA/RCofA
Certificate of Airworthiness or Restricted Certificate of Airworthiness issued by NAA after ensuring conformity.

Design data
Products and parts must be produced in conformity with approved or declared design data.

Processes and procedures
Manufacturer must use established processes and procedures to ensure conformity to approved or design data.
Part 21 Light – Safety issues and enforcement
Part 21 Light- Safety issues and enforcement

→ For safety issues, there is no change to the reporting obligations and the Airworthiness Directive process for certified or declared aircraft;

→ Findings can be raised against declared organisations and declared aircraft (especially before registration of declaration of design compliance);

→ Enforcement actions for certified products are unchanged but for declared aircraft this could include deregistration of the declaration of design compliance.
Part 21 Light – Current Status
Next steps for Part 21 Light

Part 21 Light is ‘applicable’
25 August 2023

Part 21 Light approved
‘Entry into Force’
28 July 2022

EASA Committee Approval
February 2022

AMC/GM published
Oct 2023

AMC/GM consultation with advisory bodies
Q4 2022

AMC/GM development

EASA Opinion Published
October 2021

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Thank you for your attention!