European Union Aviation Safety Agency

FAQ n.67026

FAQs:

Application process, Applications for product certification/validation of foreign certificates, Certification of products and organisations

Question:

What is the certification process for a Type Certificate?

Answer:

Part 21 capability

As an EASA Member State applicant you need to prove eligibility by demonstrating capability in accordance with 21.A.14, i.e. be a Design Organisation Approval (DOA) or Alternative Procedures to Design Organisation Approval (APDOA) holder.

However, Part 21.A.14(c) provides the possibility for any natural person to apply on an ELA 1 aircraft by demonstrating capability through a certification programme. Alternative procedures are not necessary. ELA 1 is generally defined as aircraft with a max MTOW of 1200kg or less, including balloons up to 3400m^3 and sailplanes.

ELA1 ELA1 aircraft' means the following manned European Light Aircraft:	**ELA2** ELA2 aircraft' means the following manned European Light Aircraft:
an aeroplane with a Maximum Take-off Mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft	an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft
a sailplane or powered sailplane of 1 200 kg MTOM or less	an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powea sailplane or powered sailplane of 2 000 kg MTOM or lessed aircraft
a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m 3 for hot air balloons, 1 050 m 3 for gas balloons, 300 m 3 for tethered gas balloons	a ballloon

an airship designed for not more than 4 occupants and a maximum design lifting gas or hot air volume of not more than 3 400 m 3 for hot air airships and 1 000 m 3 for gas airships6	a hot air airship
	a gas airship complying with all of the following characteristics: - 3% maximum static heaviness - Non-vectored thrust (except reverse thrust) - Conventional and simple design of: structure, control system and ballonet system - Non-power assisted controls
	a Very Light Rotorcraft

Certification Programme Demonstration of capability via a certification programme for:	**AP DOA** Demonstration of capability via AP DOA for:
ELA1 aircraft	ELA2 aircraft
Engine [to be] installed in ELA1 aircraft	Engine [to be] installed in ELA2 aircraft
Propeller [to be] installed in ELA1 aircraft	Propeller [to be] installed in ELA2 aircraft Piston Engine Fixed or adjustable pitch propeller

Please refer to our website for information on how to obtain a DOA or APDOA:

DOA
FAQs on DOA
APDOA

While applying for a DOA/APDOA, you may, in parallel apply, for a Type Certificate. However, the Type Certificate will only be issued once the DOA/APDOA has been granted.

Processing times

For the timely processing of any application, please consider the following:

- ensure that your supporting documents are correct, complete and provided in a timely manner;
- respond promptly to requests for further information, the closure of findings and scheduling site
- visits;
- meet the certification schedule indicated in the Certification Plan accepted by EASA;
- have the requisite technical capability available.

Application forms

The corresponding application forms are available on our website:

Type Certificate
DOA/APDOA

Fees and charges

Information on the related yearly fees and charges for both TC and DOA/APDOA applications are available in the Annex of our Fees and Charges Regulation.

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Link:

https://www.easa.europa.eu/en/faq/67026