

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 3400m³ and sailplanes.

ELA1	ELA2
ELA1 aircraft' means the following manned European Light Aircraft:	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

<p>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 m³ for hot air airships and 1 000 m³ for gas airships⁶</p>	<p>a hot air airship</p>
	<p>a gas airship complying with all of the following characteristics:</p> <ul style="list-style-type: none"> - 3% maximum static heaviness - Non-vectorred thrust (except reverse thrust) - Conventional and simple design of: structure, control system and ballonet system - Non-power assisted controls
	<p>a Very Light Rotorcraft</p>

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

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>