

Part 21 Light- Simpler steps into the EASA regulatory system

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Carl GARVIE

EASA Project Certification Manager

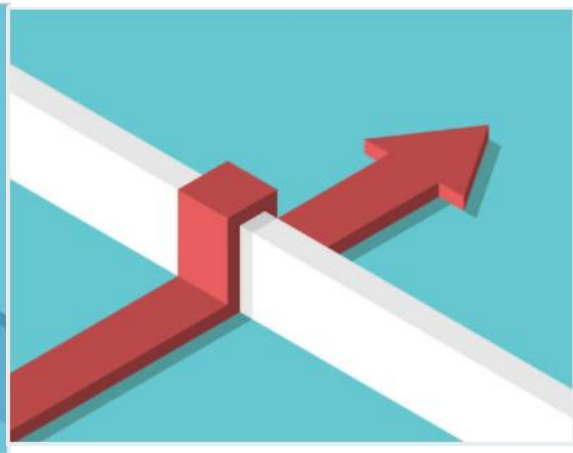
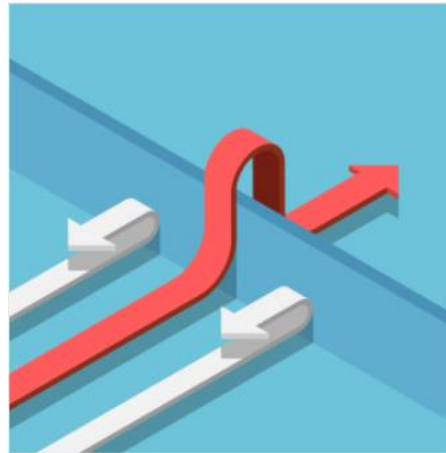
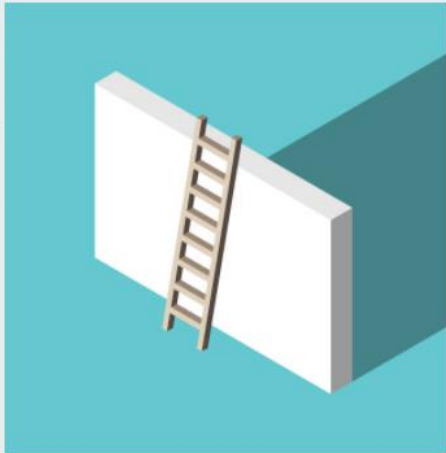
Initial Airworthiness Standards and Specifications

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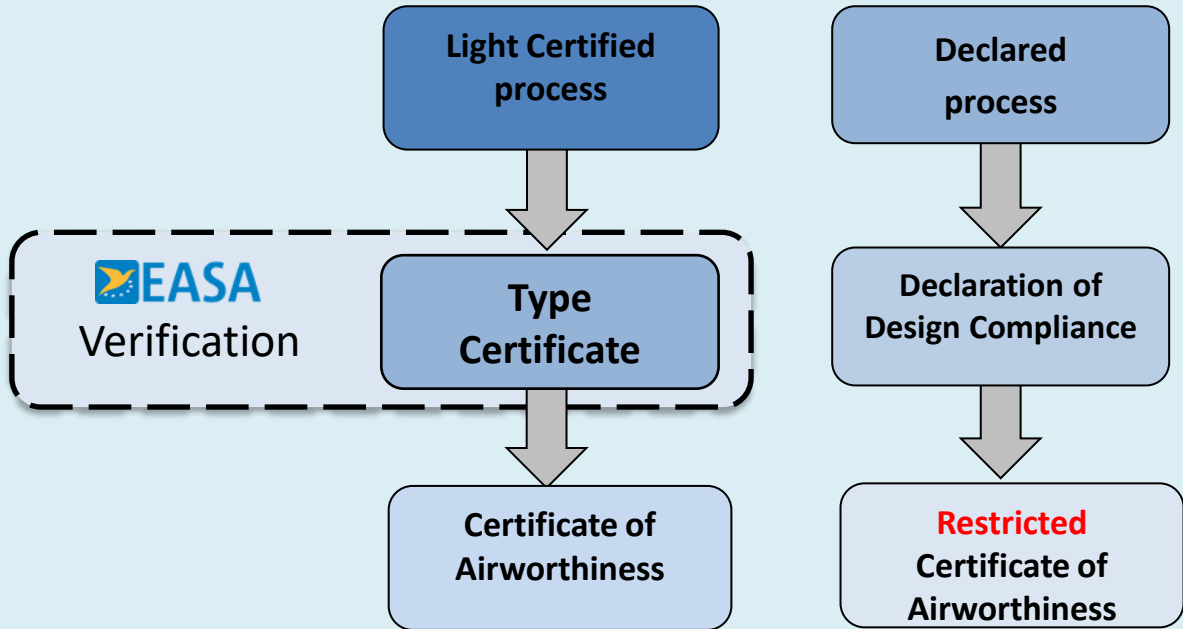
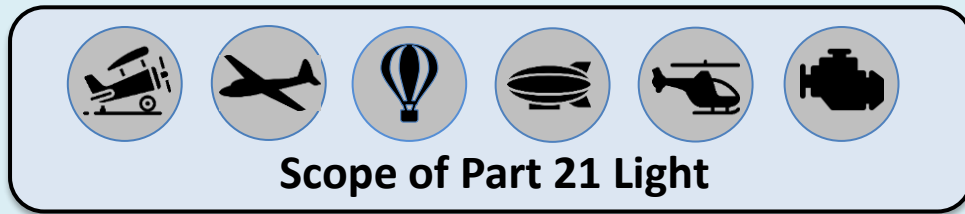
- Part 21 Light – Main Objectives
- Part 21 Light – Overview
- Scope of Part 21 Light
- Capability Requirements
- Part 21 Light – Route map
- Design Changes
- Conformity of individual aircraft
- Next Steps for Part 21 Light

Part 21 Light- Main objectives

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 Declared aircraft

Aeroplanes with a MTOM of **1 200 kg** or less with a seating configuration of **maximum 2 persons**;



Sailplanes or powered sailplanes of **1 200 kg MTOM** or less;



Balloons designed for **maximum 4 persons**;



Hot air airships designed for **maximum 4 persons**.



Light Certified aircraft

Aeroplanes with a MTOM of **2 000 kg** or less with a seating configuration of **maximum 4 persons**;

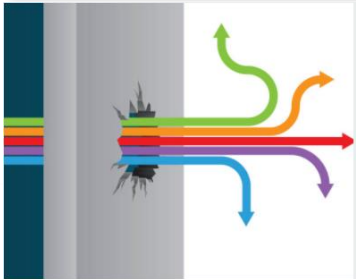
Sailplanes or powered sailplanes of **2 000 kg** or less;

All balloons;

Hot air airships;
Passenger gas airships designed for **maximum 4 persons**;

Rotorcraft with a MTOM of **1 200kg** or less with a seating configuration of **maximum 4 persons**;
Gyroplanes;

Piston engines and fixed pitch propeller on above

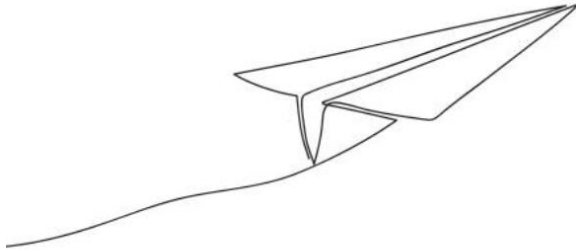


Design capability requirements

Light Declared aircraft

No formal Design Organisation requirements

Design obligations and responsibilities



Light Certified aircraft

Declared Design Organisation

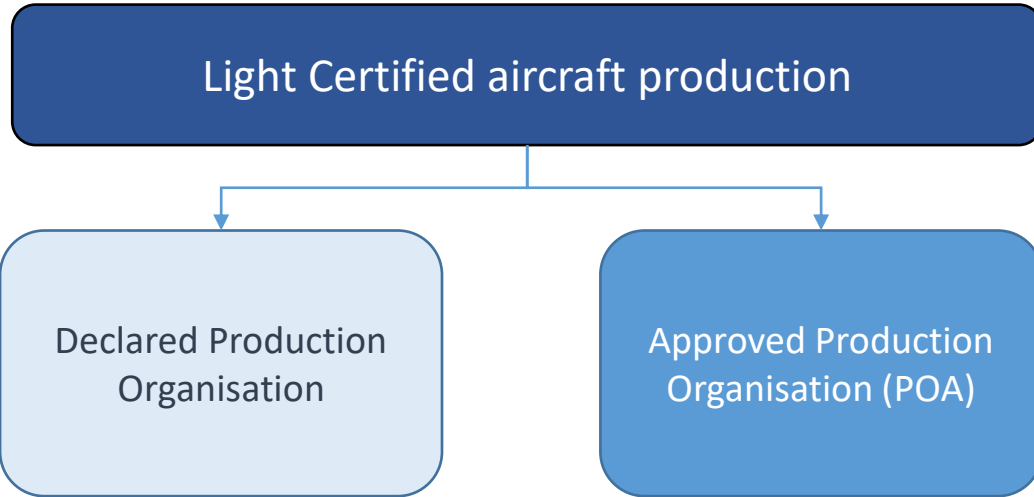
No privileges

Approved Design Organisation (DOA)

Privileges of Part 21 point 21.A.263



Light Certified- Production capability requirements



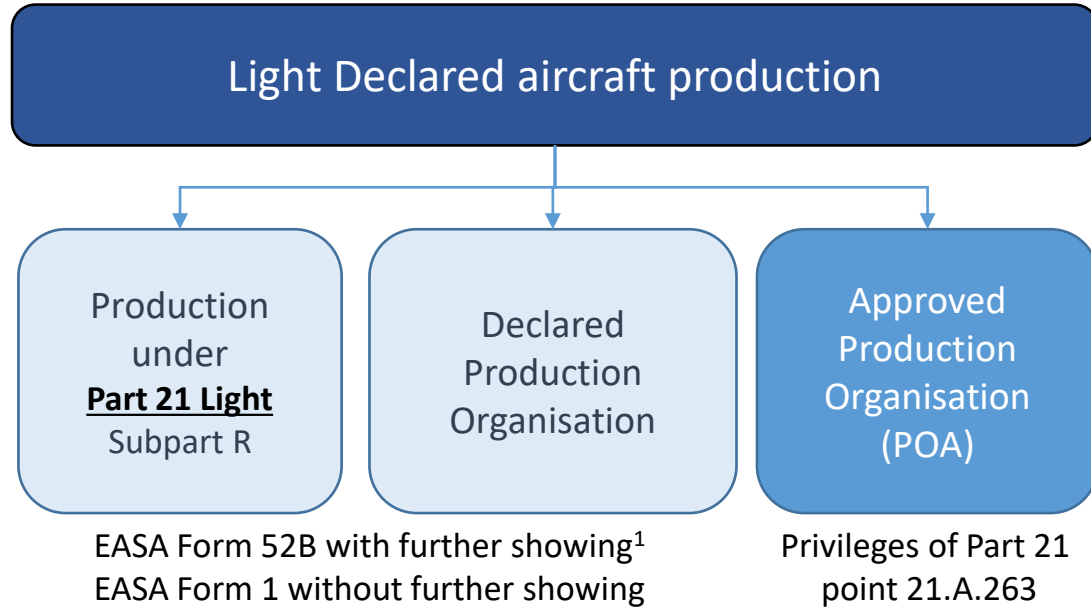
EASA Form 52B with further showing¹
EASA Form 1 without further showing

Privileges of Part 21
point 21.A.263

¹Based upon a risk assessment of the need by the Competent Authority



Light Declared- Production capability requirements



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)

Optional

Design capability (approved or **declared**)

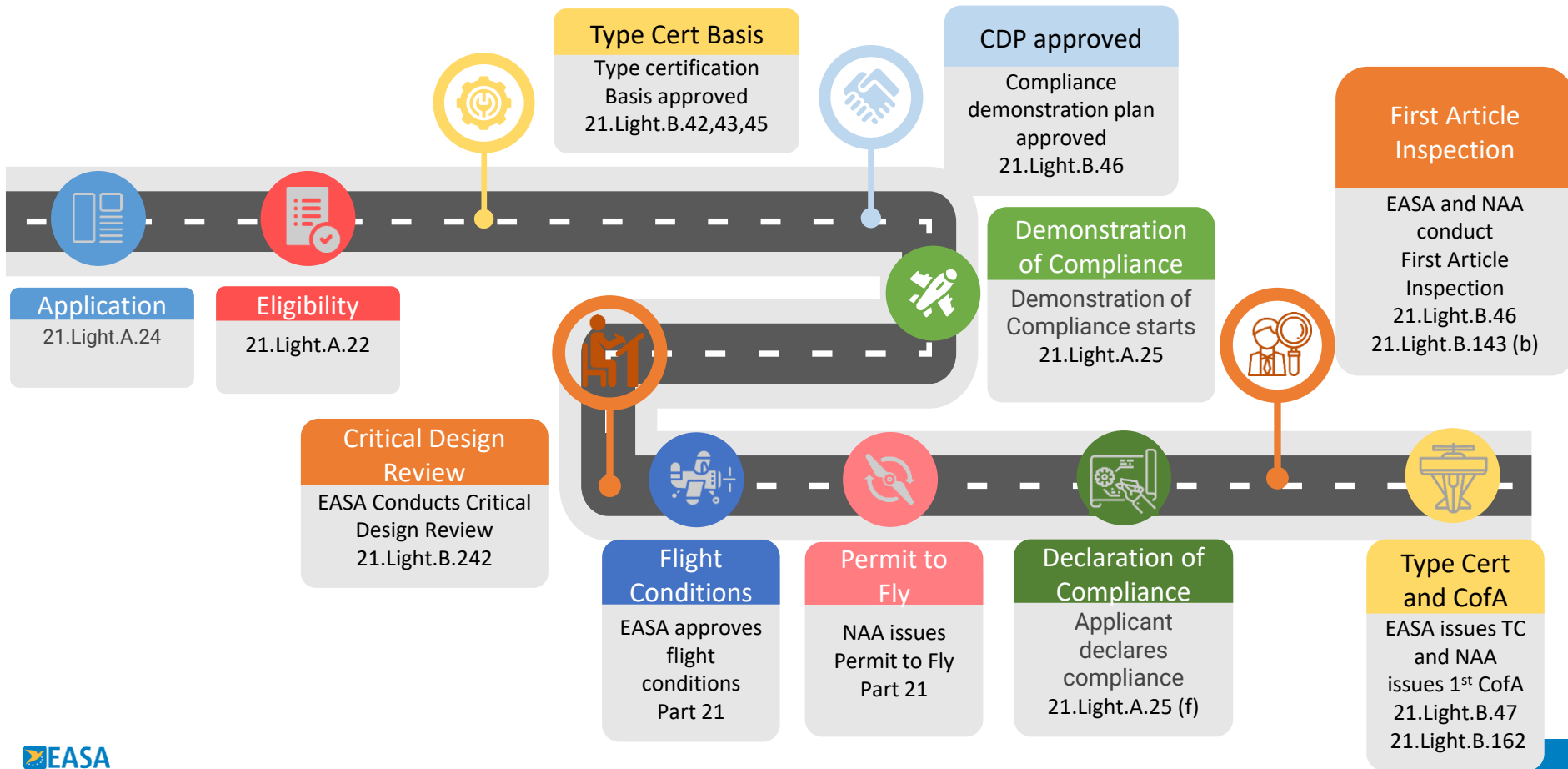
Changes to design under Part 21 Light

Design of Repairs under Part 21 Light

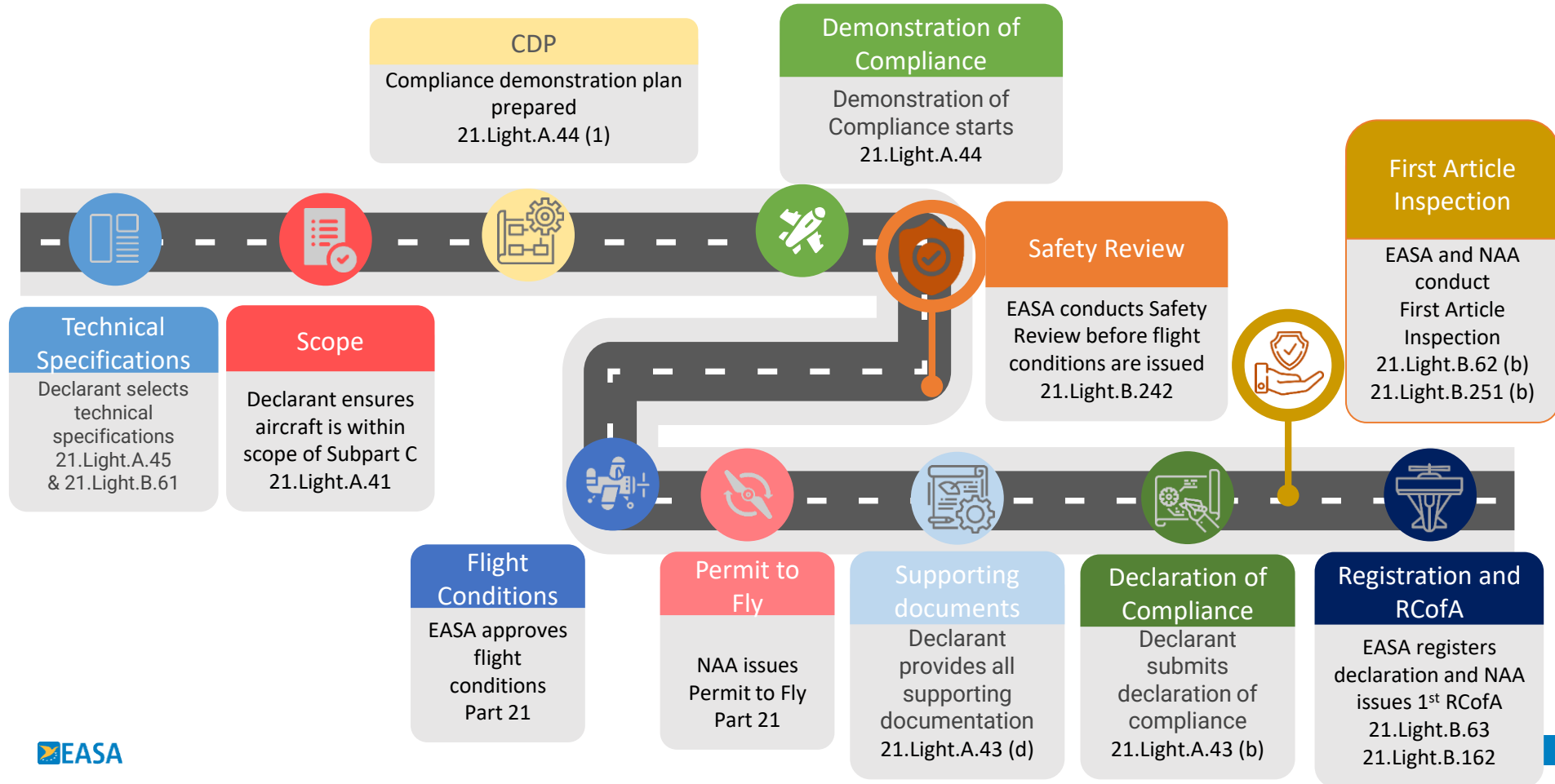
Production by approved or **declared** organisation

Part 21 Light

Part 21 Light Certified - The route to Type Certification



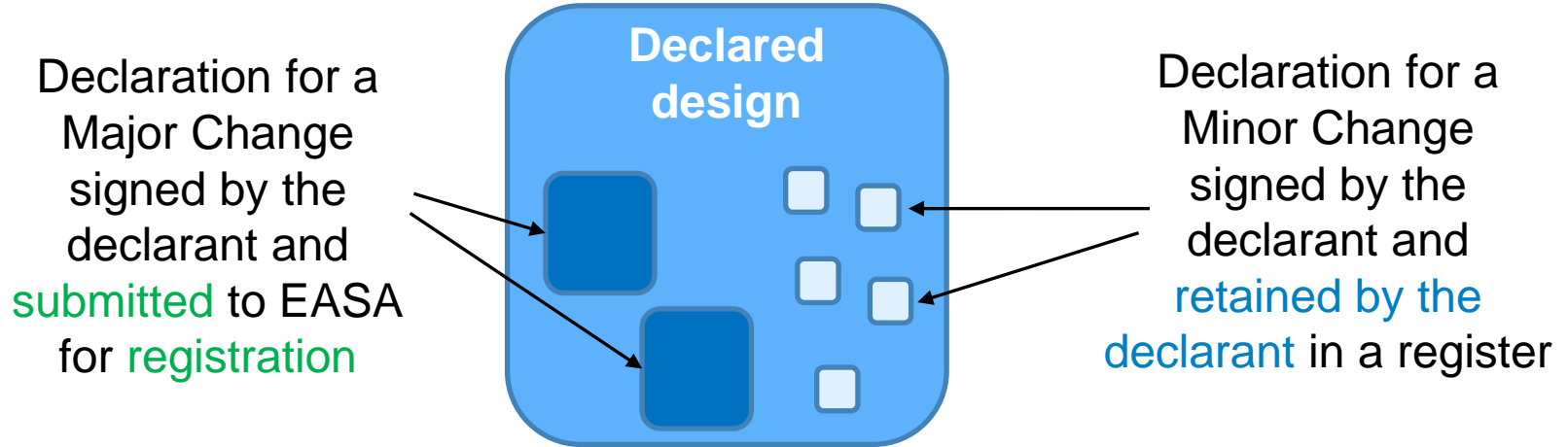
Part 21 Light Declared - The route to a declaration



Part 21 Light –Design Changes

Part 21 Light - Design Changes and STCs (1 of 2)

Light Declared aircraft

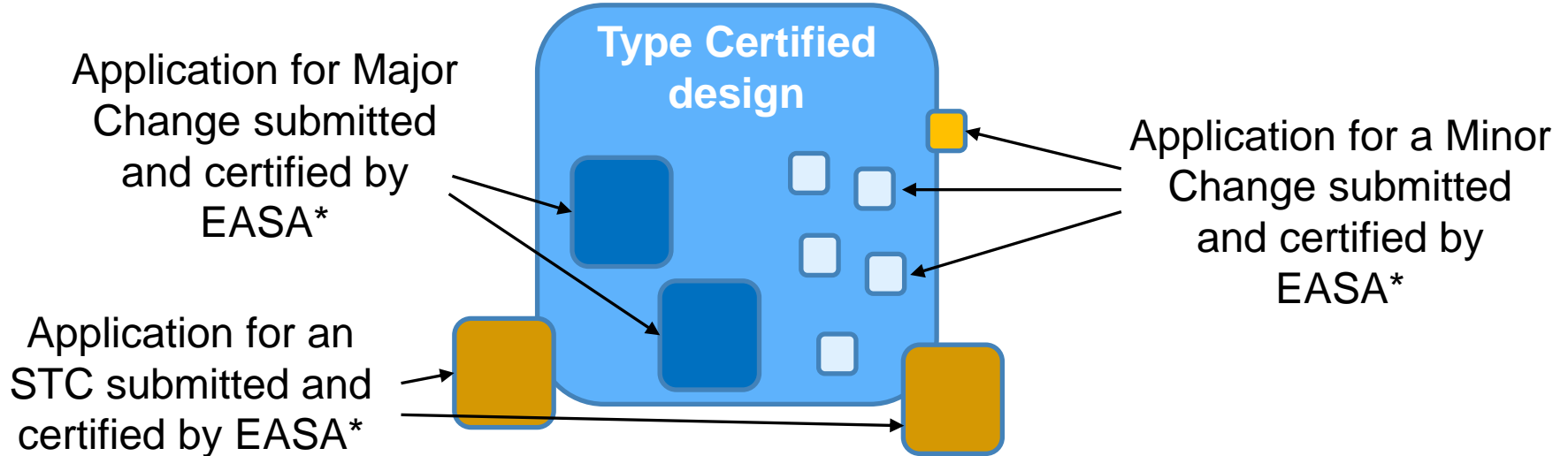


Only the original declarant can make a declaration of design compliance for a major change (no STCs)

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



* 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 chose 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

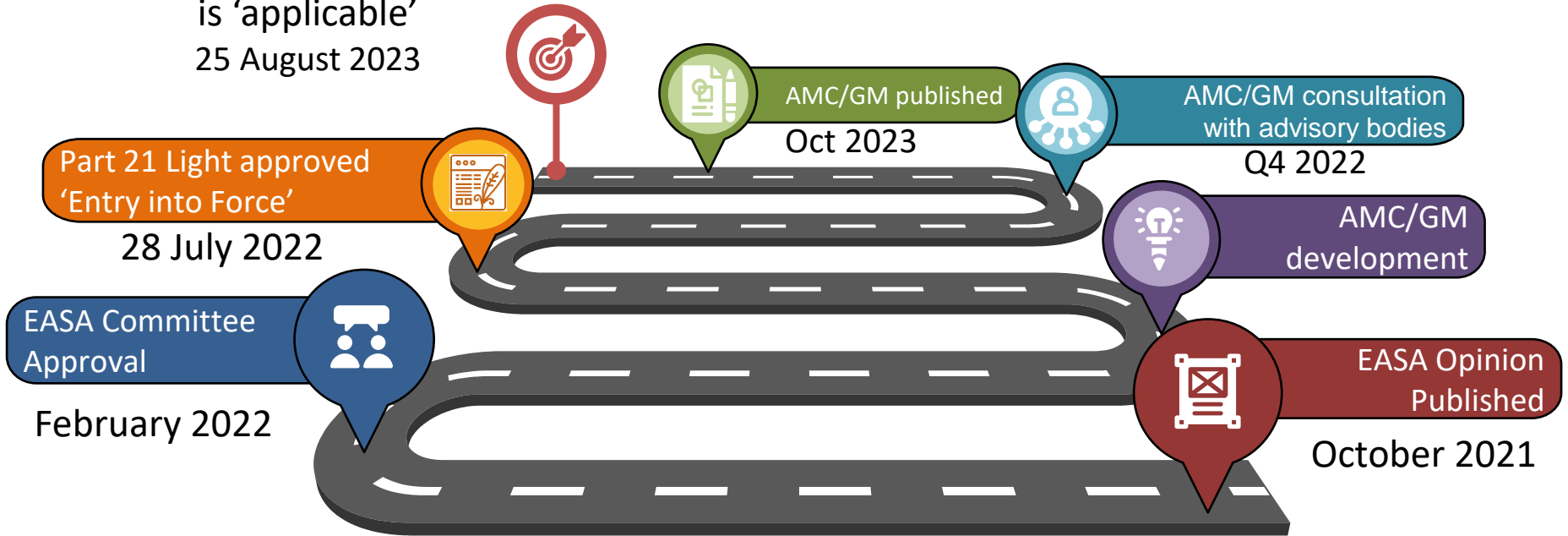
- For safety issues, there is no change to the reporting obligations and the Airworthiness Directive process for certified or declared aircraft;
- Findings can be raised against declared organisations and declared aircraft (especially before registration of declaration of design compliance);
- Enforcement 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



Thank you for your attention!

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union 