

**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<sup>3</sup> and sailplanes.

<b>ELA1</b>	<b>ELA2</b>
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-powe sailplane or powered sailplane of 2 000 kg MTOM or less aircraft
a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m <sup>3</sup> for hot air balloons, 1 050 m <sup>3</sup> for gas balloons, 300 m <sup>3</sup> 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 <sup>3</sup> for hot air airships and 1 000 m <sup>3</sup> for gas airships <sup>6</sup>	a hot air airship
	a gas airship complying with all of the following characteristics: <ul style="list-style-type: none"> <li>- 3% maximum static heaviness</li> <li>- Non-vectorred thrust (except reverse thrust)</li> <li>- Conventional and simple design of: structure, control system and ballonnet system</li> <li>- Non-power assisted controls</li> </ul>
	a Very Light Rotorcraft

<b>Certification Programme</b> Demonstration of capability via a certification programme for:	<b>AP DOA</b> 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 & Charges Regulation \(EU\) 2019/2153](#).

### **Last updated:**

12/03/2020

### **Link:**

<https://www.easa.europa.eu/sl/faq/67026>