Part 21 Light
Striving to introduce proportionate regulations simpler for sports and recreational aircraft and products

EASA would welcome any comment or advice on this concept, as well as advice on which other design and production aspects you wish EASA to address in addition to those identified.

As discussed in the second workshop, EASA also requests stakeholders to provide feedback on currently used and relevant standards for production and design that should be considered in the Part 21 Light concept.

Both can be achieved by sending an e-mail to:

GA-Roadmap@easa.europa.eu

EASA also recommends that stakeholders liaise with ASD Stan or other standardisation organisations that are engaging in the development of relevant standards that could be used to support Part 21 light.

Background

As part of the GA Roadmap 2.0, EASA made a commitment to drastically simplify the airworthiness system (design and production) for the lower end of General Aviation (GA) with smaller and less complex aircraft and with minimal risks to third parties.

Today, the design and production of these GA aircraft is mostly subject to the same regulatory requirements ('Part 21') as large aircraft operated in commercial air transport. This approach is now widely considered to be outdated and inefficient.

EASA is committed to proposing a new regulatory framework that fully corresponds and is proportionate to the nature, risk and needs of the sports and recreational aircraft stakeholders while ensuring appropriate levels of safety. Therefore, EASA has started to review the current 'Part 21' in view of the airworthiness of sports and recreational aircraft. In this respect, EASA intends to take full account of the new tools and greater regulatory flexibility introduced by Regulation (EU) 2018/1139 (the new basic Regulation).

The idea behind this new concept is to stimulate innovation, drive safety improvements and reinvigorate the EU aviation market by establishing a simplified process for determining compliance of aircraft used for sports and recreational purposes with the applicable requirements and having more proportionate requirements for the organisations involved in their design and production.

The outcome of this activity will not result in any changes in EASA or National Aviation Authorities (NAAs) responsibilities.

EASA considers that the best way to introduce the necessary proportionality is by creating a dedicated set of rules concerning design and production activities for sports and recreational aircraft ('Part 21 light'), which would be separate from the current 'Part 21'.

Scope of Part 21 Light

EASA is still endeavouring to determine the applicable scope of Part 21 Light. A possible starting point could be to use the same scope as the proposed Part M light (Aeroplanes <2730 kg and Rotorcraft <1200 kg). This would allow a more seamless linkage between initial and continuing airworthiness. However it has been established that the use of aircraft weight is not always the best metric to use to measure the level of risk of

an aircraft. It could be possible that a matrix of factors could be used as the eligibility criteria for Part 21 these could include:

- Product MTOM
- Number of occupants
- Number of engines
- Type of propulsion (i.e. electric, piston engine, gas turbine)
- Complexity
- Novelty
- Types of operation (e.g. VMC/IMC)

EASA would welcome any contributions or thoughts on the best approach to determine the eligibility criteria for Part 21 that enables proportionality, fairness and avoids uncertainty or inconsistencies.

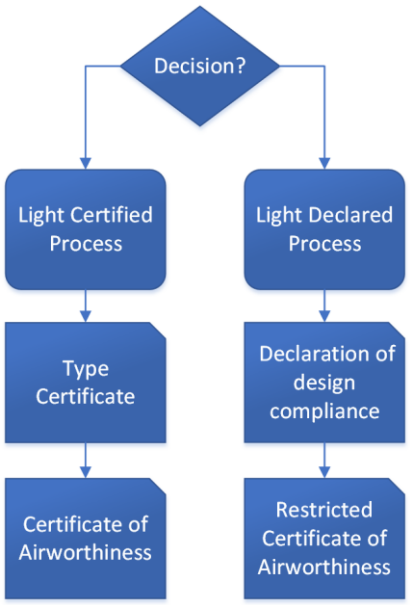
Key elements of the Part 21 Light concept

EASA is currently considering two new regulatory concepts to be introduced into the new 'Part 21 light':

a) A light process for the airworthiness assessment of sports and recreational aircraft:

The new 'Part 21 light' would allow a design organisation to choose between two light processes for the airworthiness assessment. The choice would depend on whether the design organisation addresses a market in which individual aircraft ultimately should be able to receive an ICAO compliant Certificate of Airworthiness (CofA), based on a Type Certificate (TC), or a (not necessarily ICAO compliant) Restricted Certificate of Airworthiness (RCofA) without an EASA approved design:

- **Light certified process** - a light certification process, corresponding to the nature and risk of the product, leading to an EASA Type Certificate (ICAO compliant). On the basis of the EASA TC a standard CofA would be issued by an NAA for the individual aircraft; or
- **Light declared process** - a declaration of compliance of the aircraft design with the applicable requirements or standards, but with no verification of compliance by EASA and no TC issued. On the basis of that declaration a (not necessarily ICAO compliant) RCofA would be issued by an NAA for the individual aircraft.



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The Light certified process would allow an applicant to utilise an approved Compliance Demonstration Plan (CDP) as a route to an EASA Type Certificate for a product. The CDP would be supported by compliance demonstration reports that are provided by the design organisation to EASA to show compliance with the agreed certification basis. The nature and risk of the product would determine the degree of scrutiny by EASA.

Within the Light declared process, a declaration of compliance of the design is made under the sole responsibility of the design organisation as a statement confirming that the design complies with the essential requirements of Regulation (EU) 2018/1139 and detailed specifications established by EASA.

It should be noted that the applicable certification specifications and standards that are required and complied with are the same for both processes with the fundamental difference being the degree of involvement of EASA and who is responsible for determining compliance.

In order to implement both processes, a change of regulatory emphasis and orientation would be required with the primary focus being the quality of the product that has been designed and produced. EASA as the authority responsible for design of products and the national Competent Authority of the Member State responsible for production will both conduct key oversight visits to the design and production organisation to ensure the airworthiness of the aircraft and compliance with organisational requirements. EASA envisages that the 2 main oversight visits that would take place are:

- prior to the first test flight and the issuance of the associated Permit to Fly by the national competent authority; and
- after the first aircraft has been produced.

b) The possibility to use declarations, as an alternative to certificates, for demonstrating organisational capabilities:

For both above mentioned processes the envisaged 'Part 21 light' would allow organisations to conduct design and production activities without being approved as a Design Organisation or a Production Organisation. Instead it is foreseen that 'Part 21 light' would permit these organisations to make, corresponding to the nature and risk of the activities performed, a **Declaration of design or production capabilities.** These declarations would be statements made under the sole responsibility of the organisation concerned which would attest to compliance of that organisation with the applicable organisational requirements (of the new 'Part 21 light'). These 'declared organisations' will be subject to (a combined) oversight by the Competent Authority for production, and EASA for design, to verify on-going compliance.

Existing Part 21 certification process for ELA 1 and ELA 2

The current certification process contained in 'Part 21' for European Light Aircraft (ELA) 1 and ELA 2 aircraft would remain unchanged and continue to be available to applicants that wish to have a Type Certificate issued in accordance with that regulatory process.

Current status of Part 21 Light development

As part of the selected consultation, EASA has elected to hold a series of workshops with affected or interested stakeholders in order to present draft concepts for Part 21 light and to promote discussion and feedback. A summary of the first two workshops can be found below:

Part 21 Light Workshop No.1 at AERO Friedrichshafen on 12th April 2019

EASA arranged a workshop to coincide with the AERO general aviation exhibition, allowing the potential participation of interested stakeholders. EASA presented the concept described above and explained in greater detail the two processes that can be found in **Appendix A and B.** An interactive discussion took place during the presentation.

EASA encouraged participants to provide questions using an interactive tool and using a dedicated mailbox address. EASA has reviewed the comments received and taken these into account to further develop the Part 21 Light concept.

Further material from this workshop can be found at:

https://www.easa.europa.eu/easa-and-you/general-aviation/general-aviation-road-map/part-21-light-making-design-manufacturing-easier

Part 21 Light Workshop No.2 at EASA on 4th July 2019

EASA arranged another interactive workshop with stakeholders on the topic of Part 21 Light. EASA provided a reminder of the concepts that were presented at Workshop No.1 in order to bring everyone to a common level of understanding of Part 21 Light. EASA also provided responses to some of the comments and questions that were raised at Workshop No.1. EASA identified aspects of the draft Part 21 Light concept where further deliberations or development are required and some initial proposed solutions were discussed.

EASA explained that in order to support the development of the Part 21 Light concept it envisages utilising to the greatest extent agreed industry standards, which can be used by design and production organisations to declare their compliance. EASA encouraged industry and NAAs to develop such standards with the support of relevant standardisation bodies such as ASD Stan who were in attendance.

Furthermore, EASA presented initial proposals for:

- Part 21 Light Certified process - changes made by the TC holder (**Appendix C**)
- Part 21 Light Certified process – changes made by an organisation or entity that is not the TC holder (**Appendix D**)
- Part 21 Light Declared process – changes made by the original declaring organisation (**Appendix E**)
- Part 21 Light Declared process – changes made by an organisation or entity that is not the original declaring organisation (**Appendix F**)

These proposed processes were developed in-line with the following principles:

- Changes to a product that has been type certified also need to be certified;
- An organisation that has declared its capability is not an approved organisation;
- Only approved organisations are able to be granted privileges such as approving a change.

These proposed change processes prompted significant discussions. Participants raised a number of comments that require further consideration. EASA agreed to consider the use of CS-STAN to address the needs of the Part 21 Light concept, to avoid the need for all minor changes to be approved and to allow greater flexibility for the light declared process.

Based on the two workshops, EASA has recorded the following areas for which further discussion and explanations, as well as further development of the concept, are needed:

- Determining the scope and eligibility criteria for Part 21 Light;
- Defining the obligations and duties of the NAA when issuing a RCofA for a declared design aircraft;
- Addressing the necessary changes to the overall EASA regulatory framework to reflect the Part 21 Light concept including the intended usage of aircraft certified or declared using these processes;
- Considering the integration of engine and propellers certified under the proposed Part 21 Light concept;
- Considering how to address the possible usage of the Part 21 light change processes for in-service aircraft that have been issued a TC in accordance with the current Part 21 process;
- Considering how best to identify whether individual aircraft (or products) has been issued with a TC/CofA under Part 21 or the light certified process under Part 21 light;
- Defining the process, roles and responsibilities of EASA, NAAs and organisations declaring their design capabilities in the process of issuing a Permit to Fly;
- Ensuring coordination between design holders, who have declared compliance of their design, with other entities, who design changes to that declared design

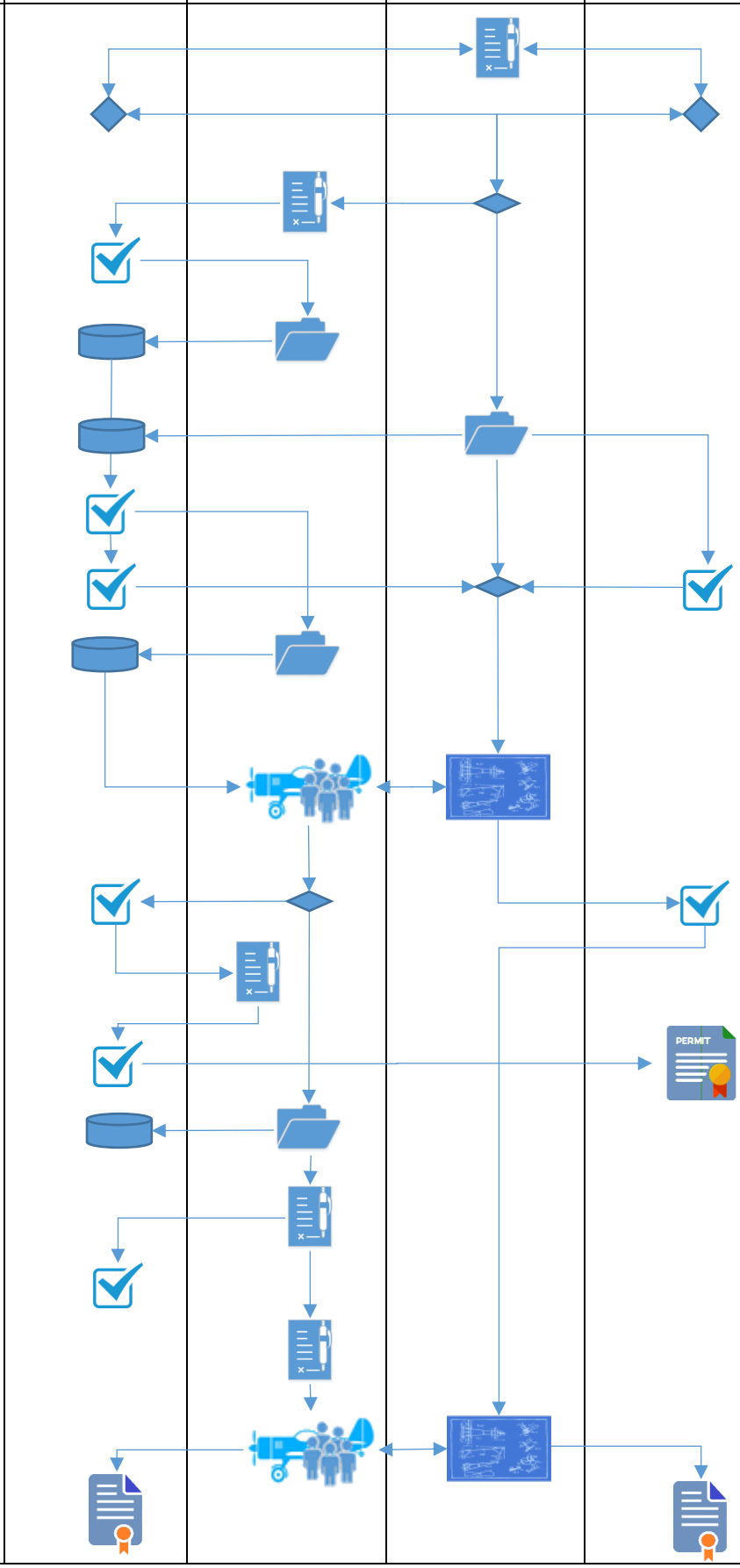
Next steps for Part 21 Light development

EASA will continue to develop the concepts for Part 21 light that were presented the workshops and focus on the areas that have been identified above as needing further elaboration.

The next Part 21 Light workshop is planned for mid-December 2019 where EASA also intends to present some initial proposals on declaration of capabilities.

Appendix A- EASA PART 21-Light: The Certified Process

	Task	EASA	Applicant		NAA
			Product (certification)	Organisation (Design & Production)	
0010	Declare Design & Production capability				
0020	**Eligibility check & Registration (start of oversight)**				
0030	Submit Type Cert. application				
0040	Acknowledgement				
0050	Compliance Demonstration Plan (CDP) (with Certification basis)				
0060	Design and Production expositions submitted				
0070	Approve CDP (and Cert. basis)				
0080	Expositions acknowledged				
0090	Prepare and upload compliance demonstration reports to EASA repository (SEPIAC)				
0100	Critical Design and Production Review (before first flight of prototype)				
0110	Potential 'Findings' addressed				
0120	Application for Flight Conditions (FC) and Permit to Fly (PtF)				
0130	PtF & FC established and issued				
0140	Compliance demonstration completed and uploaded				
0150	Declaration of compliance				
0160	Review and acknowledgement				
0170	Declaration of conformity of first article				
0180	First article (EASA flights) and oversight inspection				
0190	Type Certificate and Certificate of Airworthiness issued				



Appendix A- EASA PART 21-Light: The Certified Process

More detailed information

0010: For the declaration of capability, the manufacturer shall use the EASA template which makes reference to the key topics that should be addressed before declaring capability. Another option would be that the manufacturer declares their capability through already holding a Design Organisation Approval (DOA) and/or Production Organisation Approval (POA). Detailed information concerning how to demonstrate capability will be provided in Acceptable Means of Compliance (AMC), Guidance Material (GM) and Safety Promotion Materials.

0020: EASA and the NAA are responsible for assessing, within their respective competencies (design and production), if the applicant and product are eligible to use the Part-21 L certified process. EASA verifies if the design and the applicants' design capabilities are within the scope for applying the Part-21L certified process. The NAA verifies the completeness of the production capability declaration. EASA and the NAA share the outcome of the eligibility check. No assessment is performed at this stage. After the eligibility check, EASA and the NAA shall acknowledge the receipt of the declarations, thus allowing the company to start their design and production activities.

0030: Applicant submits the TC application that includes sufficient design detail (or reference to the declaration) to substantiate that the application is eligible for the Part-21L certified process. The timing of the application is up to the applicant, but an application that is submitted late in the development process can increase the risk of 'findings' in the Compliance Demonstration Plan.

0040: EASA acknowledges the receipt of the application. The acknowledgement will include the name of the EASA project manager in charge of the oversight of the project and the identification in SEPIAC (EASA's repository for certification information). Starting from the application, certification fees are due in accordance with the Fees and Charges Regulation.

0050: The Compliance Demonstration Plan that includes the certification basis is the equivalent of a Certification Programme. It documents how compliance with applicable specifications and standards will be demonstrated.

0060: The Design and Production expositions (or equivalent) are submitted to EASA and the NAA for information.

0070: EASA will review and approve the Compliance Demonstration Plan and establish the certification basis. The availability of these documents in SEPIAC will enable oversight.

0080: EASA and the NAA acknowledge receipt of the design and production expositions (or equivalent).

0090: Prepare and upload compliance demonstration reports to SEPIAC. This is a generic step in the process that starts from this point until step #0150 in the process (declaration of compliance).

0100: Critical Design and Production Review takes place at least once before the first flight of the first prototype. This allows for a review of critical design and/or production details. If issues are discovered, a corrective action plan will be established by the competent authority. Issues that would not be acceptable for the first flight of the prototype would need to be resolved.

0110: Issues ('findings') identified that need to be resolved before the first flight need to be closed.

0120: When ready, the manufacturer informs EASA and the NAA that the prototype is ready and safe for first flight, and requests approval of the Flight Conditions and applies for a Permit to Fly (PtF).

0130: EASA approves the Flight Conditions, and informs the NAA who can then issue the PtF.

0140: Compliance demonstration is completed and all reports are uploaded to SEPIAC.

0150: The applicant provides a declaration to EASA that the design complies with the type certification basis, supported by all the required evidence that is available in SEPIAC.

0160: EASA reviews the completeness of the compliance demonstration plan and ensures that any issues ('findings') have been appropriately addressed before issuing a design approval statement.

Appendix A- EASA PART 21-Light: The Certified Process

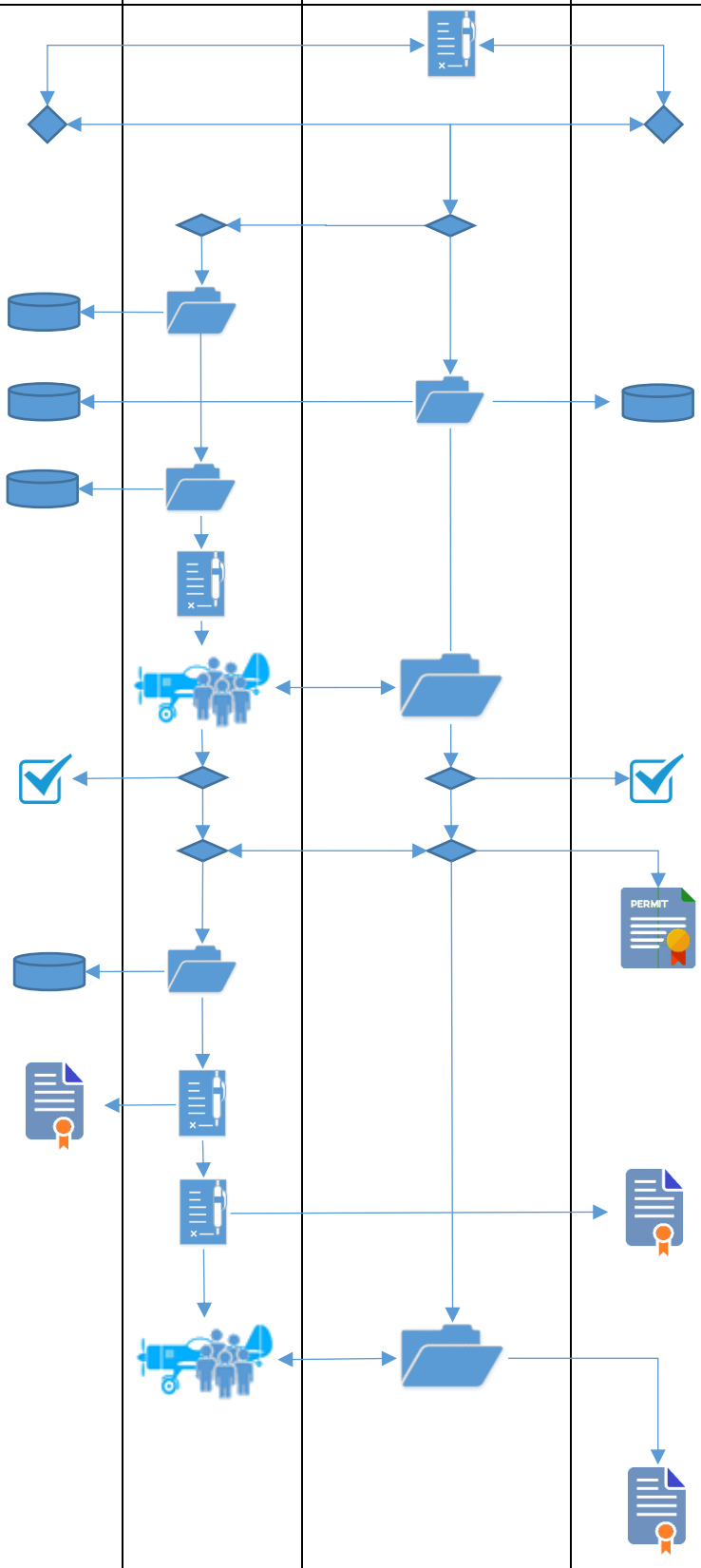
0170: After production of the first article, the manufacturer submits an EASA Form 52L (TBD) to the NAA, stating that the first article conforms to the approved design.

0180: The NAA and EASA conduct an inspection to check that the first article is in conformity with the design, and that production is organised such as to provide products that conform to the approved type design. This first article inspection will include flight testing. The outcome of this first article inspection (which is more than only the first article that is reviewed) covers both the design and the production aspects, and results in a recommendation for the issuance of the Type Certificate and the issuance of the Certificate of Airworthiness.

0190: EASA issues the Type Certificate, provided that there are no issues left open that would prevent this. The NAA then issues the CofA, based on the Type Certificate and the recommendation from the first article inspection.

Appendix B- EASA PART 21-Light: The Declarative Process

	Task	EASA	"Applicant"		NAA
			Product	Organisation (Design & Production)	
010	Declare Design & Production capability				
020	**Eligibility check and registration (start of oversight cycle)**				
030	Start product development				
040	Compliance Demonstration Plan (CDP) (with Standards basis) submitted				
050	Design and Production exposition submitted				
060	Prepare and upload compliance demonstration reports to SEPIAC				
070	Declare Flight Conditions and that prototype is safe for first flight				
080	**First oversight visit (NAA and EASA)**				
090	Potential 'Findings' addressed				
100	Application for Permit to Fly (PtF)				
110	Issue PtF				
120	Compliance demonstration completed and uploaded to SEPIAC				
130	Declaration of compliance provided and registered in EASA repository				
140	Declare conformity of first article (with standard basis)				
150	**Second oversight visit (NAA and EASA)**				
160	When product conforms to design data, issue Restricted Certificate of Airworthiness (RCofA)				



Appendix B- EASA PART 21-Light: The Declarative Process

More detailed information

0010: For the declaration of capability, the manufacturer shall use the EASA template which makes reference to the key topics that should be addressed before declaring capability. Another option would be that the manufacturer declares their capability through already holding a Design Organisation Approval (DOA) and/or Production Organisation Approval (POA). Detailed information concerning how to demonstrate capability will be provided in Acceptable Means of Compliance (AMC), Guidance Material (GM) and Safety Promotion Materials.

0020: EASA and the NAA are responsible for assessing if the applicant and product are eligible to use the Part-21 L declared process. EASA verifies if the design and the applicants' design capabilities are within the scope for applying the Part-21L declared process. The NAA verifies the completeness of the production capability declaration. EASA and the NAA share the outcome of the eligibility check. No assessment is performed at that stage. After the eligibility check, EASA and the NAA acknowledge the receipt of the declaration, thus allowing the company to start their design and production activities. EASA registers the declaration and this starts the oversight cycle and also starts the fees and charges process in accordance with the Fees and Charges Regulation.

0030: After the eligibility check, the manufacturer is able to start their design and production activities.

0040: The Compliance Demonstration Plan is the equivalent of a Certification Programme. It documents which design specifications and standards will be utilised and how compliance with the applicable specifications and standards will be demonstrated. It is made available to EASA in the EASA repository SEPIAC thereby enabling oversight if required.

0050: The design and production organisations expositions (or equivalent) are also provided and shall contain information on the organisational aspects.

0060: In the same manner as #0040 (CDP), first analysis and compliance reports shall be uploaded to SEPIAC for oversight purposes. No systematic review by EASA is necessary.

0070: When ready, the manufacturer informs EASA and the NAA that the prototype is ready and safe for first flight. It includes a declaration of the Flight Conditions for the PtF. This initiates a combined visit by EASA and NAA to the manufacturer.

0080: The first oversight visit before first flight shall be performed by the EASA and NAA designated team. This visit shall be the opportunity to perform an assessment of the design and production capability of the manufacturer and the safety check of the prototype. The result of this visit will drive the decision of the NAA to issue a Permit to Fly.

0090: The manufacturer addresses any potential findings or concerns that are raised during the first oversight visit to the satisfaction of EASA and the NAA.

0100: The manufacturer submits an application for Permit to Fly (PtF) to the NAA.

0110: The NAA issues the PtF providing that any finding raised in #0080 that need to be resolved before first flight have been satisfied.

0120: The manufacturer continues to upload compliance reports to SEPIAC until full compliance is demonstrated and then summarises compliance demonstration in a Project Report.

0130: The manufacturer declares the compliance of the design with the design specification and standards, using the template provided in the AMC to Part 21L. EASA acknowledges receipt of the declaration of compliance (this could be done automatically in SEPIAC) and registers the declaration of compliance of the design within the EASA repository.

0140: When the first conforming article is produced, the manufacturer declares to the NAA the conformity of the first article with the applicable design data, and proposes dates for the second oversight visit. The NAA acknowledges and agrees on a date for the second oversight visit.

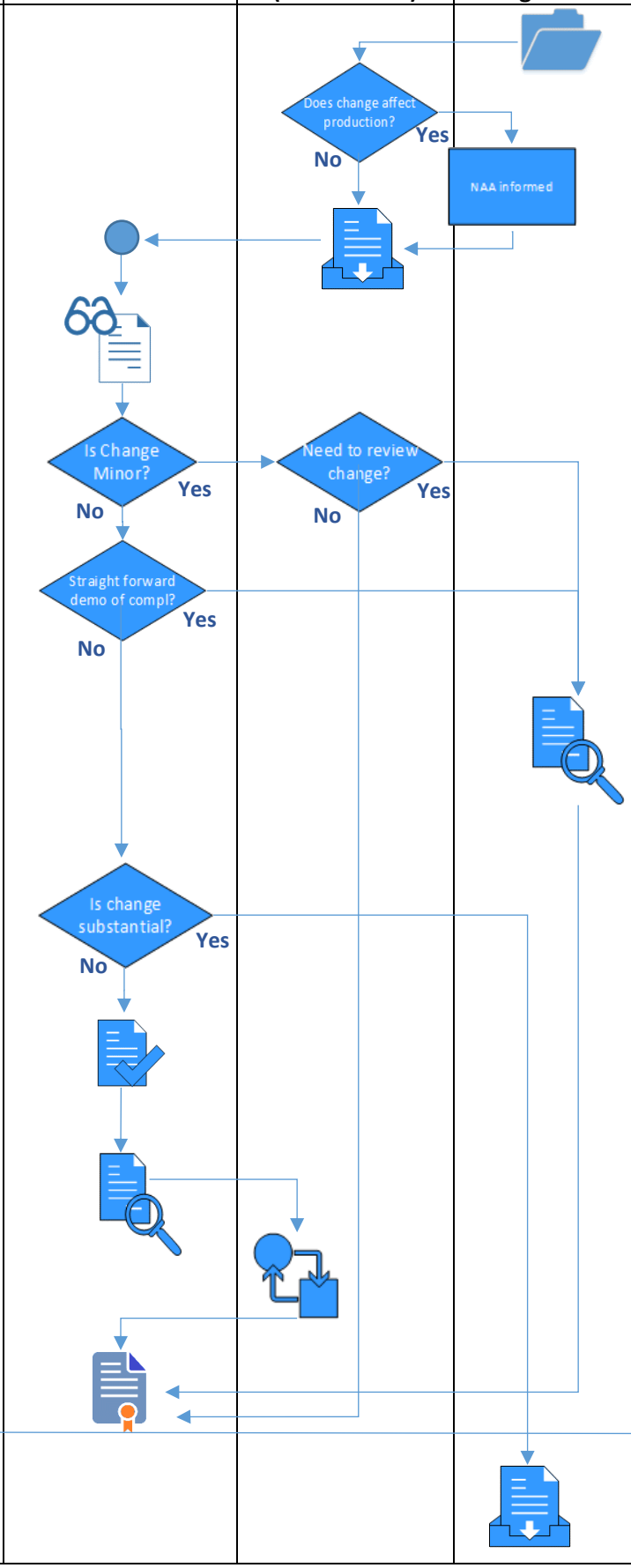
0150: The second oversight visit is a joint assessment performed by EASA and the NAA. This is the opportunity to ensure oversight of the design aspects of the product and ensure that the product is still in compliance with the

applicable requirements and conforms to the applicable design data. There would also be an opportunity for test flying of the article that has been manufactured. If necessary corrective actions can be identified and these would need to be appropriately addressed to avoid any possible subsequent means of enforcement.

0160: The NAA issues the RCofA when satisfied that the first article conforms to the published Design Data Sheet.

Appendix C- Part 21 Light- Certified – Design changes by Type Certificate Holder (Declared Org.)

	Task	EASA	Applicant	
			Product (certification)	Declared Design Organisation
0010	Classification of change and preparation of dossier			
0020	If the change affects production methods, processes or means then the NAA is informed to enable oversight if required			
0030	Submit application for change with proposed certification basis			
0040	Review of application for design change			
0050	Confirmation of classification. If Minor then EASA determines if there is a need to review the Minor change			
0060	If the change is classified as Major, EASA considers if the demonstration of compliance is straight forward.			
0070	If EASA consider that the Minor or straight forward Major change requires further scrutiny then this flagged for possible review at the next oversight visit of the declared design organisation.			
0080	If the change is substantial then a new demonstration of compliance will be required for the affected areas using the light certified process			
0090	Certification basis for Major change confirmed			
0100	Review of Major change dossier for compliance			
0110	Potential 'Findings' addressed by applicant			
0120	Change approved			
0130	Only if necessary, applicant resubmits change request as a new certification through the Part 21 light TC process			



Appendix C- Part 21 Light- Certified – Design changes by Type Certificate Holder (Declared Org.)

More detailed information

0010: The Type Certificate Holder prepares a detailed dossier of the required change to type design. This should contains the applicable certification basis for the change and should include the classification of the change. It is possible to collate multiple Minor Changes into a single dossier.

0020: The declared design organisation (in collaboration with the declared production organisation) reviews the change dossier and considers if the change affects production methods, processes or means that are currently being utilised then the NAA is informed to enable oversight if required.

0030: The declared design organisation submits an application for change to EASA along with the proposed certification basis and classification. It is possible to collate multiple Minor Changes into a single application.

0040: EASA reviews the application for change to ensure that it is complete.

0050: If the requested change is classified as Minor then EASA considers if there is a need to further review the change dossier. If there is no need then the Minor change is approved and the applicant is informed.

0060: If the change is classified as Major, EASA considers if the demonstration of compliance would be straight forward. The added value and benefit to safety of a more detailed review by EASA is taken into consideration.

0070: After a review of the change application by EASA it is possible that the Minor requires further scrutiny then this flagged for possible review at the next oversight visit of the declared design organisation. In addition it is possible that a straight forward Major change would not require an immediate review and it can be approved but flagged for a possible review at the next oversight visit.

0080: If the change is considered to be substantial and significant then a new demonstration of compliance will be required for the affected areas using the light certified process. The applicant would have to submit a new application and possibly a new certification basis for the affected areas.

0090: EASA reviews the application for a Major Change and confirms that the certification basis that has been proposed is correct.

0100: EASA reviews the contents of the Major Change dossier for compliance with the certification basis.

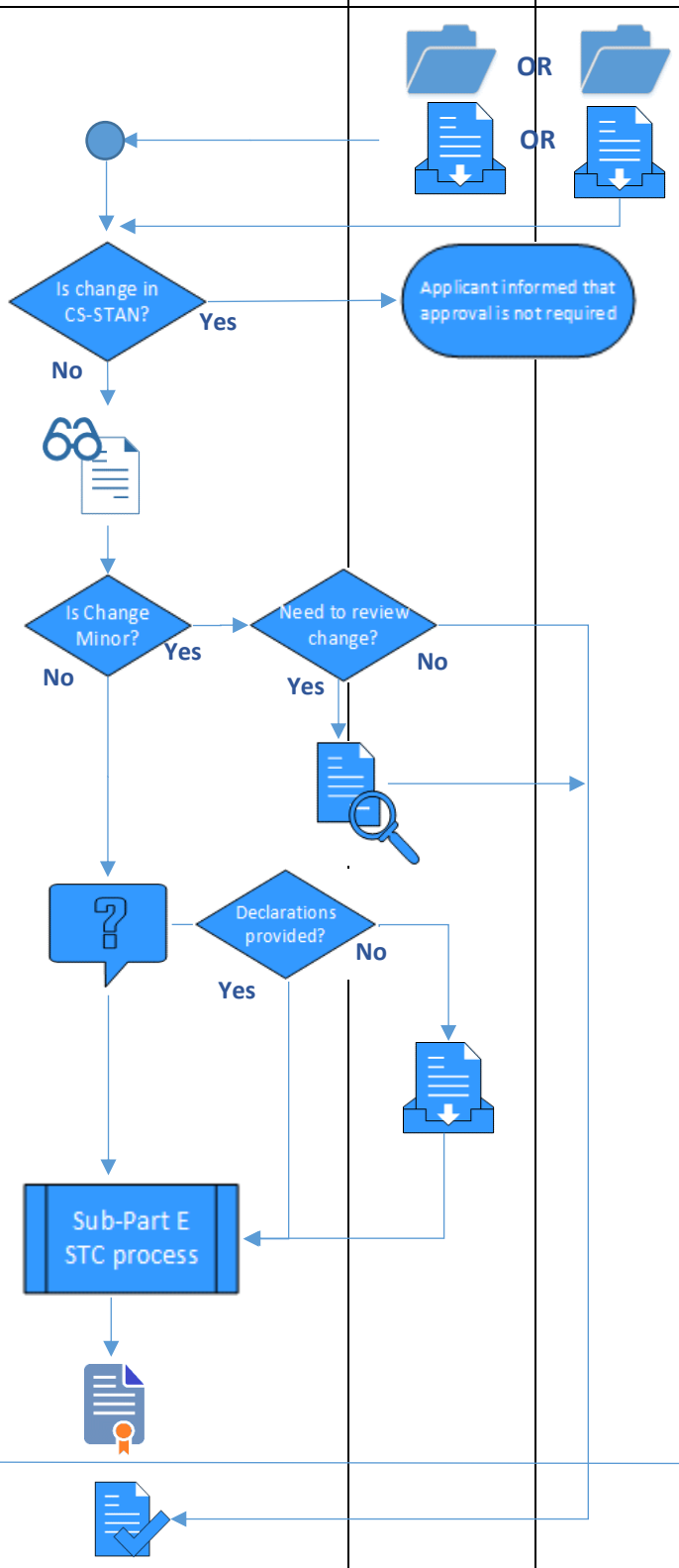
0110: If any issues are discovered in the Major Change dossier then the applicant is informed and the findings are addressed until compliance can be confirmed by EASA.

0120: When EASA is satisfied with the completeness of the application for a design change then it is approved and the applicant is informed.

0130: If during the review of the change request the change is considered to be substantial and significant then a new demonstration of compliance will be required for the affected areas using the Part 21 light certified process. The applicant would have to submit a new application and possibly a new certification basis for the affected areas.

Appendix D- Part 21 Light- Certified – Design changes not by Type Certificate Holder

	Task	EASA	Applicant	
			Declared Organisation	Other entity
0010	Classification of change and preparation of dossier			
0020	Submit application for change with proposed certification basis			
0030	If the requested change is already included in CS-STAN then no approval is required			
0040	Review of application for design change			
0050	Confirmation of classification. If Minor then EASA determines if there is a need to review the Minor change.			
0060	EASA conducts review of Minor change			
0070	Eligibility to be a Part 21 Light STC holder reviewed			
0080	If required, applicant submits design and production declarations and expositions to EASA (design) and NAA (production)			
0090	EASA launches Part 21 Light Sub-Part "E" process			
0100	STC Major Change Approved			
0110	Minor change approved			



Appendix D- Part 21 Light- Certified – Design changes not by Type Certificate Holder

More detailed information

0010: A declared (or potential) design organisation (for Major or Minor changes) or other entity (for Minor changes) classifies the change and prepares a dossier that contains details of the change including the applicable certification basis for the change. It is possible to collate multiple Minor Changes into a single dossier.

0020: A declared (or potential) design organisation (for Major or Minor changes) or other entity (for Minor changes) submits an application for change to EASA along with the proposed certification basis and classification. It is possible to collate multiple Minor Changes into a single application.

0030: If the requested change is already within the scope of CS-STAN then there is no need for an application for a change to be submitted. The applicant is informed of this fact and the relevant information in CS-STAN.

0040: EASA reviews the application for change to ensure that it is complete.

0050: EASA confirms the change classification. If Minor, then EASA determines if there is a need to review the Minor change. If there is no need then the Minor change is approved and the applicant is informed.

0060: If considered necessary, EASA conducts a review of the Minor change and if there are no issues subsequently approves the change and informs the applicant.

0070: If the change is classified as Major then EASA checks the eligibility of the applicant to be a Supplemental Type Certificate holder for a Major Change. The eligibility for design and production capability is checked. This could be based on previously submitted declarations or through the organisation already holding appropriate approvals.

0080: If the organisation has not previously submitted a declaration of capability, then the organisation submits the appropriate declarations to the relevant authority.

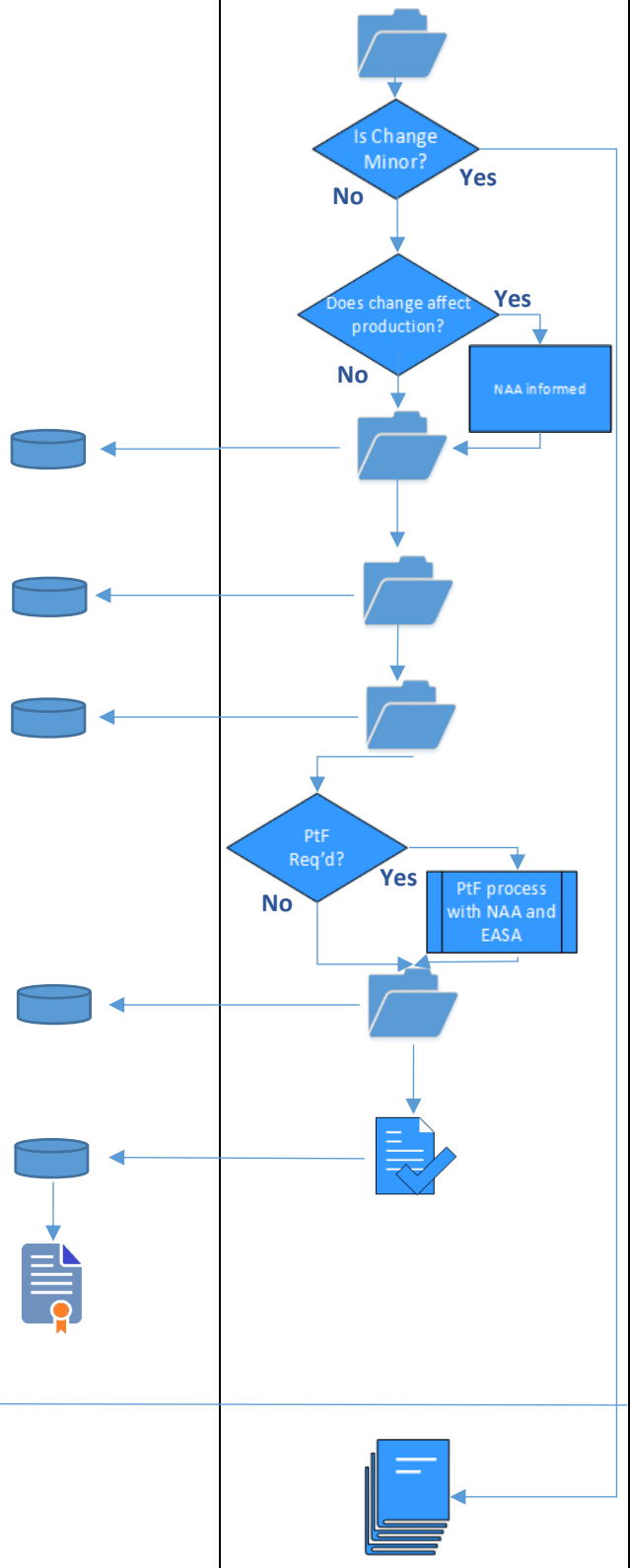
0090: If the organisation is eligible to be a Supplemental Type Certificate holder for a Major Change then EASA initiates the Part 21 Light Supplemental Type Certificate holder which includes appropriate demonstration of compliance with the applicant.

0100: When EASA is satisfied with the Major design change then it is approved and the Supplemental Type Certificate id issued to the applicant.

0110: When EASA is satisfied with the completeness of the application for a Major design change then it is approved and the applicant is informed.

Appendix E- Part 21 Light- Declared – Design changes by Declared Design Holder

	Task	EASA	Declaration of Design Holder (Declared/Approved Design Organisation)
0010	Change internally classified as Minor or Major and change dossier prepared		
0020	If change is classified as Minor then further action with EASA is not required.		
0030	If the Major change affects production methods, processes or means then the NAA is informed to enable oversight if required		
0040	Change dossier and applicable standards to be utilised uploaded to EASA repository		
0050	For Major change, Compliance Demonstration Plan uploaded to EASA repository		
0060	Compliance demonstration report uploaded to EASA repository		
0070	If necessary, the Permit to Fly process can be initiated and approved by the NAA/EASA.		
0080	Compliance demonstration completed and supporting documentation provided to EASA		
0090	Declaration of Design Compliance provided to EASA for Major change		
0100	Register of Declaration of Design Compliance updated		
0100	Register of Minor Changes is updated to include the new Minor Change		



Appendix E- Part 21 Light- Declared – Design changes by Declared Design Holder

More detailed information

0010: Declaration of Design Holder classifies the change and prepares a dossier that contains details of the change.

0020: If the change is classified as Minor then there is no need to inform EASA or provide any supporting documentation to EASA. However a register of Minor changes should be kept by the Declaration of Design Holder (see 0100)

0030: For Major changes, the declared design organisation (in collaboration with the declared production organisation) reviews the change dossier and considers if the change affects production methods, processes or means that are currently being utilised then the NAA is informed to enable oversight if required.

0040: Declaration of Design Holder uploads Major change dossier and applicable standards to be utilised to EASA repository. No systematic review of this information is required by EASA.

0050: Declaration of Design Holder uploads Major change Compliance Demonstration Plan to EASA repository. No systematic review of this information is required by EASA.

0060: The result of compliance demonstration and compliance demonstration reports are uploaded to EASA repository. No systematic review of this information is required by EASA.

0070: Depending on the scope of the Major change a Permit to Fly may be required in which case the PtF process is initiated and approved by the NAA/EASA.

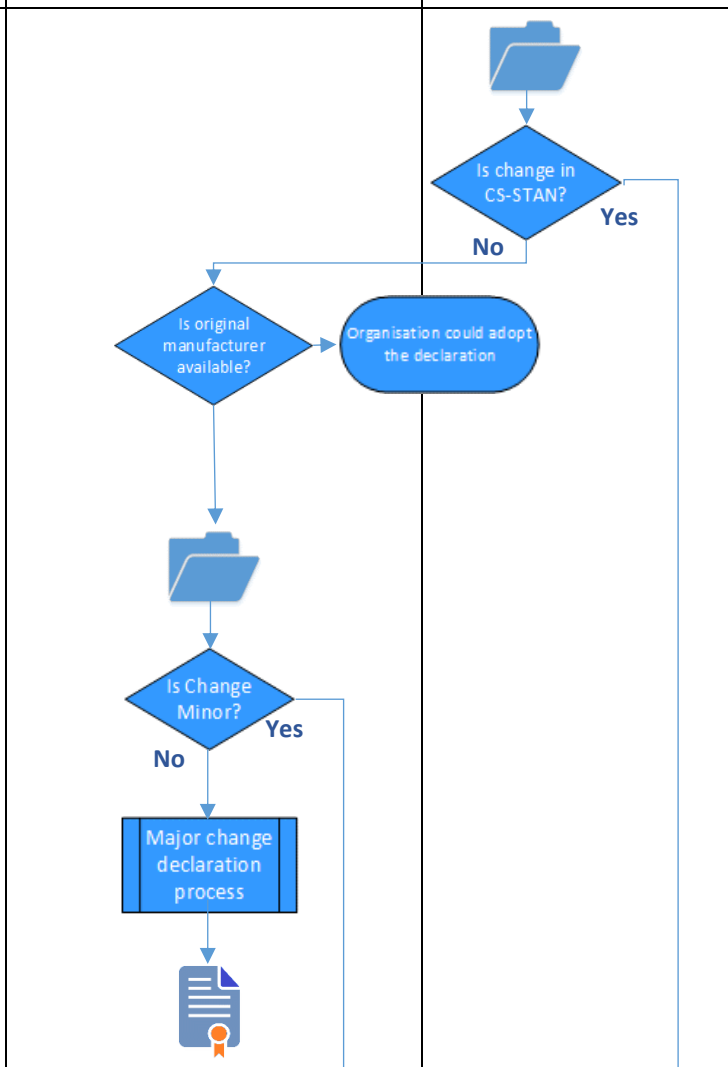
0080: When the compliance demonstration activities have been completed by Declaration of Design Holder the supporting documentation is uploaded to EASA repository. No systematic review of this information is required by EASA.

0090: The Declaration of Design Holder updates the Declaration of Design Compliance for the Major change and provides it to EASA.

0100: EASA updates the register to include the amended Declaration of Design Compliance for the Major change.

0110: For configuration control purposes and to enable organisational oversight, the Declared Design Organisation should maintain a register of all Minor changes that have been incorporated into the aircraft design.

Appendix F- Part 21 Light- Declared – Design changes by other entity (not the Declared Design Holder)

	Task	Declaration of Design Holder (Declared Design Organisation)	Other entity (i.e. pilot owner)
0010	Need for change assessed and classified		
0020	Assessment of the scope of the change conducted		
0030	If the original manufacturer that declared the compliance of the design is no longer available then the organisation can adopt the design of the aircraft		
0040	Request for change submitted to Declaration of Design Holder		
0050	Declaration of Design Holder reviews requested change and classifies it.		
0060	If the change is Major then Declaration of Design Holder initiates the Major change process		
0070	EASA updates the Register of Declaration of Design Compliance for the Major change		
0080	Standard Change is implemented by Part 66 licence holder in accordance with Part M and CS-STAN		
0090	Register of Minor Changes is updated to include the new Minor Change and requesting organisation informed.		

Appendix F- Part 21 Light- Declared – Design changes by other entity (not the Declared Design Holder)

More detailed information

0010: The scope of the required change is established and classified accordingly.

0020: The scope of the required change is reviewed against the contents of CS-STAN. If the required change is within the scope of CS-STAN then there is no need for the involvement of the original Declaration of Design Holder.

0030: If the required change is not within the scope of CS-STAN then the original Declared Design Holder must be requested to approve the change**.** If the original Declaration of Design Holder is no longer available or in-business then the requesting organisation for the change has the possibility to adopt the declared design**.** This would require the organisation to declare their design capability and would allow them to make changes to the declared design in accordance with the declared design change process.

0040: The request for design change is submitted to the original Declaration of Design Holder along with the details of the requested change.

0050: Declaration of Design Holder reviews the requested change and classifies it as either Minor or Major. If the requested change is Minor then there is no need to inform EASA or provide any supporting documentation to EASA. However the Declaration of Design Holder updates the register of Minor changes.

0060: If the change is Major then Declaration of Design Holder initiates the Major change process. The result of compliance demonstration and compliance demonstration reports are uploaded to EASA repository. No systematic review of this information is required by EASA. Depending on the scope of the Major change a Permit to Fly may be required in which case the PtF process is initiated and approved by the NAA/EASA. When the compliance demonstration activities have been completed by Declaration of Design Holder the supporting documentation is uploaded to EASA repository. Again no systematic review of this information is required by EASA. The Declaration of Design Holder updates the Declaration of Design Compliance for the Major change and provides it to EASA.

0070: EASA updates the register to include the amended Declaration of Design Compliance for the Major change.

0080: Standard Change is implemented by Part 66 licence holder in accordance with Part M (AMC M.A.801) and CS-STAN.

0090: For Minor change then there is no need to inform EASA or provide any supporting documentation to EASA. However a register of all Minor changes should be kept by the Declaration of Design Holder to ensure configuration control and allow organisational oversight.