

Certificación de Aeronaves Ligeras

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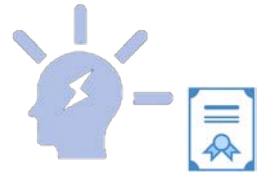
General Aviation Department

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Regulación Básica - principios

- Elevado nivel de seguridad aérea y uniforme en toda la Unión
- Normas adecuadas al riesgo
- Posibilidad de aplicación del Reglamento básico a aeronaves excluidas del mismo: beneficiar libre circulación dentro de la Unión
- Normas sencillas, proporcionadas, rentables y flexibles.



Regulación Básica - objetivos

- **Elevado nivel de seguridad aérea** y uniforme en toda la Unión
- **Mejorar el rendimiento general** del sector de la aviación civil
- **Facilitar, la libre circulación de mercancías, personas, servicios y capitales**, en igualdad de condiciones a todos los agentes del mercado: dentro de la Unión y con Terceros países
- Promover la **investigación y la innovación**
- **Rentabilidad y uso eficiente de los recursos** a nivel nacional y de la Unión



Herramientas

→ Acuerdos bilaterales

- Mejorar competitividad de la Unión
- Facilitar la libre circulación de productos aeronáuticos y el reconocimiento de certificados
- Establecer sinergias en los procesos administrativos



→ Parte 21 Light

Permitir la aplicación de un enfoque proporcionado para productos que se consideran de menor riesgo en comparación con otros productos más complejos.



Acuerdo Bilateral EEUU-UE

Technical implementation Procedures Rev 6 (TIP Rev 6)

1.2 The purpose of the TIP is to define the procedures for approving the design of civil aeronautical products and articles eligible for import into the U.S. and the EU, the process for obtaining eligibility for import, and the means for providing continued support of those civil aeronautical products and articles after import.

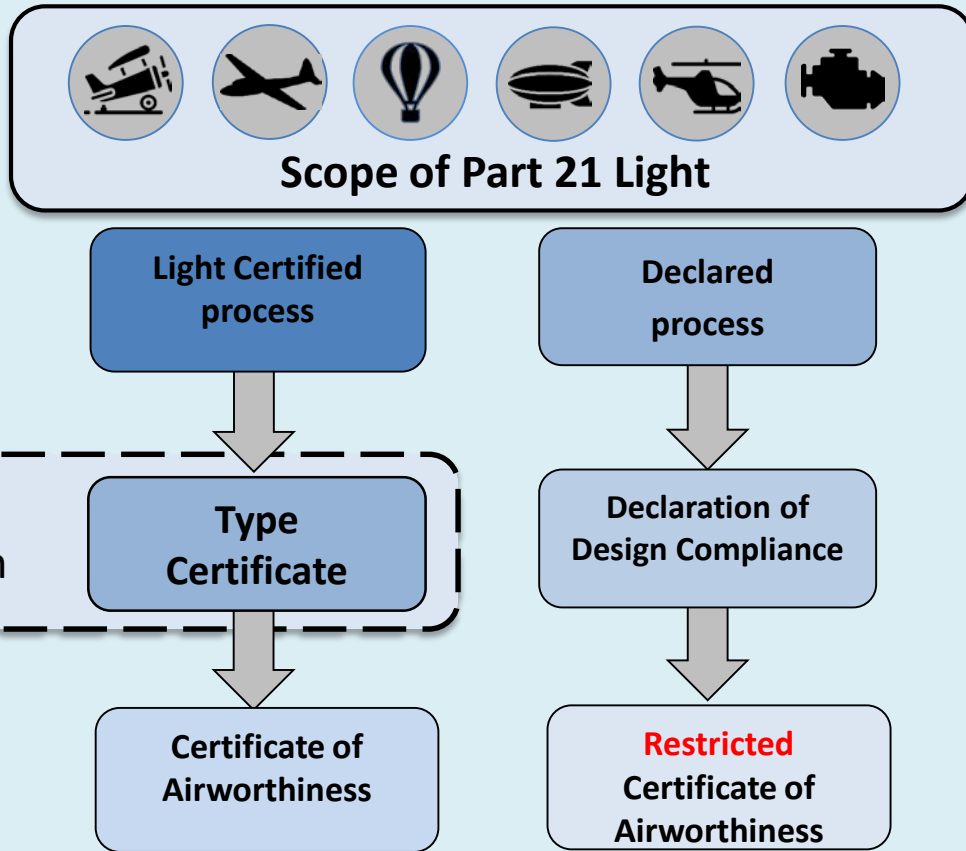
2.1.1products and articles **eligible for import to the U.S. from each EU member state (AA)** and lists the **products and articles eligible for import to the EU from the U.S....**

2.2 Design Approvals, Design Data, and Certificates Recognized by the U.S. under the TIP

2.3 Design Approvals, Design Data, and Certificates Recognized by EASA under the TIP

Part 21 Light- Overview

DIAPPOSITIVA PRESTADA



Scope of Part 21 Light

DIPOSITIVA PRESTADA

Light Declared aircraft

Light Certified aircraft

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



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

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



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

Balloons designed for **maximum 4 persons**;



All balloons;

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



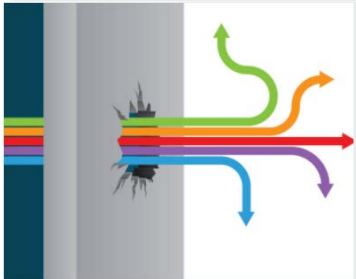
Hot air airships;
Passenger gas airships designed for **maximum 4 persons**;



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



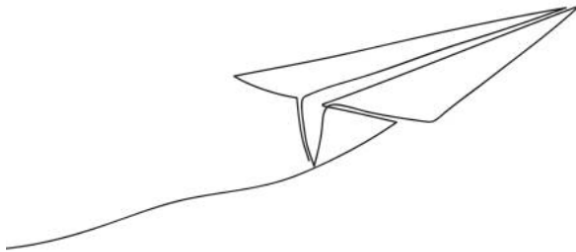
Design capability requirements

DIPOSITIVA PRESTADA

Light Declared aircraft

No formal Design Organisation requirements

Design obligations and responsibilities



Light Certified aircraft

Declared Design Organisation

No privileges

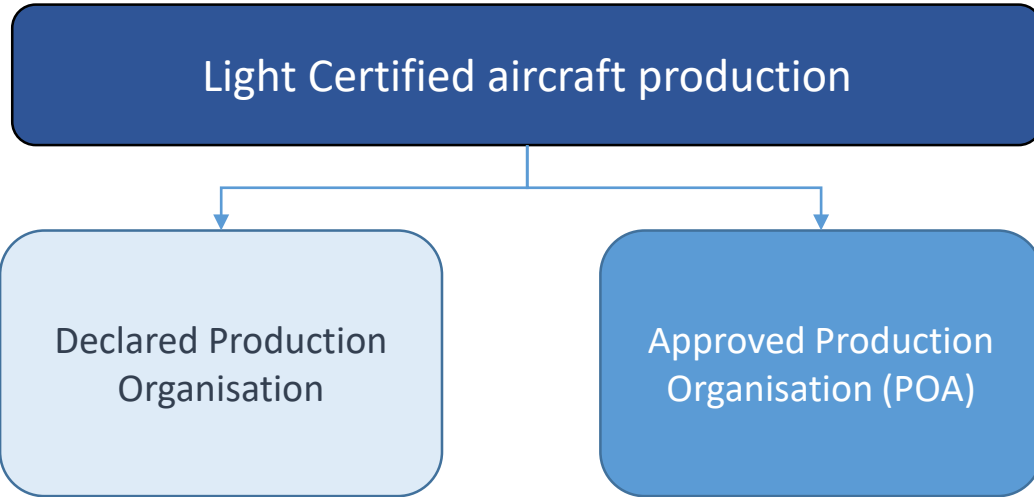
Approved Design Organisation (DOA)

Privileges of Part 21 point 21.A.263



Light Certified- Production capability requirements

DIAPOSITIVA PRESTADA



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

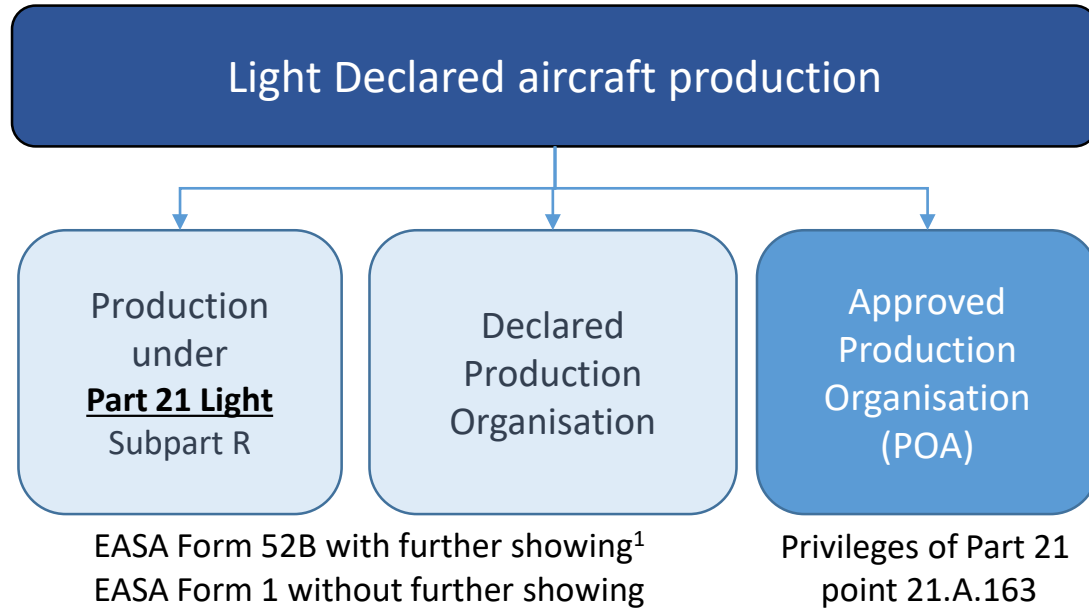
Privileges of Part 21
point 21.A.163

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



Light Declared- Production capability requirements

DIPOSITIVA PRESTADA



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

Gracias por vuestra atención!

Preguntas??

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