



# ARSA Regulatory Compliance Training—Answers

Part 21: Certification Procedures for Products and Articles

Level 1: For anyone working in aviation

## § 21.24 Issuance of type certificate: primary category aircraft.

- (a) The applicant is entitled to a type certificate for an aircraft in the primary category if—
- (1) The aircraft—
    - (i) Is unpowered; is an airplane powered by a single, naturally aspirated engine with a 61-knot or less  $V_{so}$  stall speed as determined under [part 23 of this chapter](#); or is a rotorcraft with a 6-pound per square foot main rotor disc loading limitation, under sea level standard day conditions;
    - (ii) Weighs not more than 2,700 pounds; or, for seaplanes, not more than 3,375 pounds;
    - (iii) Has a maximum seating capacity of not more than four persons, including the pilot; and
    - (iv) Has an unpressurized cabin.
  - (2) The applicant has submitted—
    - (i) Except as provided by paragraph (c) of this section, a statement, in a form and manner acceptable to the FAA, certifying that: the applicant has completed the engineering analysis necessary to demonstrate compliance with the applicable airworthiness requirements; the applicant has conducted appropriate flight, structural, propulsion, and systems tests necessary to show that the aircraft, its components, and its equipment are reliable and function properly; the type design complies with the airworthiness standards and noise requirements established for the aircraft under § 21.17(f); and no feature or characteristic makes it unsafe for its intended use;
    - (ii) The flight manual required by § 21.5(b), including any information required to be furnished by the applicable airworthiness standards;
    - (iii) Instructions for continued airworthiness in accordance with § 21.50(b); and
    - (iv) A report that: summarizes how compliance with each provision of the type certification basis was determined; lists the specific documents in which the type certification data information is provided; lists all necessary drawings and documents used to define the type design; and lists all the engineering reports on tests and computations that the applicant must retain and make available under § 21.49 to substantiate compliance with the applicable airworthiness standards.
  - (3) The FAA finds that—
    - (i) The aircraft complies with those applicable airworthiness requirements approved under § 21.17(f) of this part; and
    - (ii) The aircraft has no feature or characteristic that makes it unsafe for its intended use.
- (b) An applicant may include a special inspection and preventive maintenance program as part of the aircraft's type design or supplemental type design.
- (c) For aircraft manufactured outside of the United States in a country with which the United States has a bilateral airworthiness agreement for the acceptance of these aircraft, and from which the aircraft is to be imported into the United States—
- (1) The statement required by [paragraph \(a\)\(2\)\(i\)](#) of this section must be made by the civil airworthiness authority of the exporting country; and
  - (2) The required manuals, placards, listings, instrument markings, and documents required by [paragraphs \(a\)](#) and [\(b\)](#) of this section must be submitted in English.

**Question 1:** An application for a type certificate for a primary category aircraft need not consider maintenance needs of that aircraft.

A: True.

B: **False.** § 21.24(a)(2)(iii) requires the applicant submit instructions for continued airworthiness in accordance with § 21.50(b)

**Question 2:** An applicant may submit any aircraft for a primary category type certificate.

A: True.

B: **False.** § 21.24(a)(1) sets maximum standards for power, weight, and seating capacity and excludes aircraft with pressurized cabins.

**Question 3:** An applicant may include a special inspection and preventive maintenance program as part of a primary category aircraft's type design.

A: **True.** See § 21.24(b).

B: False.

**Question 4:** For aircraft manufactured in a U.S. bilateral partner country, the engineering analysis statement required by § 21.24(a)(2)(i) must be made by the CAA of the exporting country.

A: **True.** See § 21.24(c)(1).

B: False.