



EASA Certification Information

No.: 2018-18
Issued: 01 October 2018

Subject: Revocation of several Supplemental Type Certificates upon surrender by LUFTHANSA TECHNIK AG

Supplemental Type Certificates No.:

STC reference	Issue date	Description	A/C type	Affected MSN
EASA 10032054	12 October 2010	Activation of ADS-B Out Capability	MD-11	48445, 48555, 48556, 48557, 48558, 48559, 48560, 48561, 48562, 48563, 48564, 48617, 48618, 48788, 48757, 48629, 48616
EASA.A.S.00024	31 March 2005	Installation of Self Illuminating Floor Path Marking System	A310-304, -324	372, 367
EASA.A.S.00025	28 June 2004	Installation of Increased Seat Layout	A310-304, -324	442, 453
EASA.A.S.00026	09 July 2004	Installation of Self Illuminating Floor Path Marking System	A310-304, -324	442, 453, 475
EASA.A.S.00027	09 July 2004	Installation of Increased Seat Layout	A310-304, -324	442, 453
EASA.A.S.00049	23 July 2004	Cabin Conversion from 106 to 114 Passenger Version	B737-530	24815, 24816
EASA.A.S.01335 (EASA 10014193)	29 June 2005	ATC Upgrade for Enhanced Surveillance	MD-11, MD-11F	48445, 48616, 48617, 48618, 48629, 48757, 48788
EASA.A.S.01564 (EASA 10014316)	10 November 2005	Installation of Communication System and IFE Update	A300-600	354
EASA.A.S.02648 (EASA 10014552)	23 June 2006	Cabin Reconfiguration from 248 to 255 Passengers	A310-300	486



STC reference	Issue date	Description	A/C type	Affected MSN
EASA.A.S.02927 (EASA 10014744)	02 July 2007	Zonal Drying System	A300-B4-600	540, 556, 604, 605
EASA.A.S.03506 (EASA 10015146)	05 August 2008	Replacement of Zonal Dryer	B747-400	24286
LBA TA0008 (*)	14 July 1997	Conversion of Combi to Pax Version	B747-230B	21588
LBA TA0192 (*)	15 September 1999	TCAS II Installation	B737-500	24221, 25015
LBA TA0239 (*)	27 April 2000	Installation of Windshear Detection Function	B747-230F	23348
LBA TA0678 (*)	21 November 2002	Avionics and Cabin Systems Upgrade	A310-222	372, 367
LBA TA0692 (*)	31 January 2003	Installation of a Cabin Data Distribution System	B747-400	27091
LBA TA0716 (*)	28 March 2003	Installation of New Cabin Layout	A340-211	6, 8, 11, 18, 19, 21
LBA TA0723 (*)	17 April 2003	Installation of new B/C Seats for Operation during a Test Period	A340-311	27
LBA TA0733 (*)	19 May 2003	Zonal Drying System	B747-400	24286
LBA TA0790 (*)	04 May 2004	Installation of Self Illuminating Floor Path Marking System	B737-322	24659
LBA TA0797 (*)	27 April 2004	Cabin Modification with Koito M/C Seats	A340-300	142, 160, 218
LBA TA0816 (*)	28 June 2004	Installation of Increased Seat Layout	A310-304, -324	442, 453
LBA TCDS 2812 annex 0006 (I211-2812/81) (*)	13 February 1981	Modification B 707-330B from JT3D-3B into JT3D-7 Wet Configuration	B707-330B	18819, 18923
LBA TCDS 2813 annex I2-212/43/95 (*)	02 October 1995	Installation of Self Illuminating Floor Path Marking System	F27-Mk500	10686
LBA TCDS 2818 annex I21-235.0/2818/85 (*)	15 November 1985	All F/C Seat Layout	B727-230	21622
LBA TCDS 2830 annex I2102-2830/Orion/87 (*)	22 April 1987	Cabin Conv. for Orion Airways	A300B4	76, 77
LBA TCDS 2830 annex I215-235.0 (*)	16 March 1990	Modification of top Skin at Center Spar Rib 1 to 7	A300B2	112, 132



STC reference	Issue date	Description	A/C type	Affected MSN
LBA TCDS 2832 annex I27-2832/73 (*)	05 October 1973	20 Seats in upper Deck	B747-230	20493
LBA TCDS 2835 annex I52/1- 10.480/2/r (*)	08 August 1977	Inertial Navigation System	DC-10-30	47922, 47923

Issued by:

EASA (European Aviation Safety Agency)

(*) Initial approvals issued by Luftfahrt Bundesamt and deemed to be issued by EASA in accordance with Article 4 (1) of Commission Regulation (EU) No. 748/2012¹**Supplemental Type Certificate Holder:** LUFTHANSA TECHNIK AG

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EASA DOA No.: EASA.21J.019

Background:

On 25th June 2018 LUFTHANSA TECHNIK AG requested to surrender the above listed Supplemental Type Certificates to EASA.

LUFTHANSA TECHNIK AG informed EASA that these STCs were installed on aircraft which are permanently no longer in operation. Following the evaluation of all design packages of each STC, LUFTHANSA TECHNIK AG identified all aircraft/MSN which could have been affected by these STCs and confirmed that these aircraft are either 'retired' or 'written off'. Hence there is no further need for these Supplemental Type Certificates.

After satisfactory evaluation of the surrender request, EASA accepts the request and takes the decision to revoke the aforementioned Supplemental Type Certificates in accordance with the applicable administrative procedures established by EASA.

EASA notified its decision to revoke these Supplemental Type Certificates to the Supplemental Type Certificate Holder on 1st October 2018.

Consequences:

From that date, the above listed Supplemental Type Certificates are invalid pursuant to Article 21.A.118B (a) (2) of Annex I (Part 21) to Commission Regulation (EU) No. 748/2012.

Contact:

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¹ Commission Regulation (EU) No. 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 12.08.2012, p. 1), as amended.

