



EASA

European Aviation Safety Agency

FAA / EASA cooperation Technical Implementation Procedures: current provisions overview and evolution roadmap

Jean-Louis Ammeloot
Senior Policy Officer
Issue 1

STC WORKSHOP
May 17th/18th 2017

Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001



Current STC validation process

Technical Implementation Procedures Revision 5 signed in September 2015 introduced the streamlined validation of STC classified as “basic”

The non-basic STC are still subject to validation in accordance with

FAA/EASA Type Validation Principles/Post-Type Validation Principles detailed in Appendix C of the TIP



Basic STC definition

A non-basic STC is defined for changes:

- classified as significant (14 CFR 21.101(b) and EASA's Part 21A.101(b))
- requiring exemption/deviation, equivalent level of safety finding
- introducing new design features
- Or categorized as a Non-Basic STC by the CA.

A basic STC is a STC which doesn't fall under the above definition.



Streamlined validation process

STC classified as basic by the Certifying Authority (CA) is validated by the Validating Authority (VA) without performing a technical investigation. The VA issues its validation through an administrative process.

Thanks to the EASA Applicant Portal, the delay between the application and the validated STC issuance has been reduced from several weeks to few days.

Thanks to some administrative improvements, the turnaround time between application and the validated STC issuance has been reduced to an average of 20 days



Some administrative issues such as:

- application package to be limited to the information needed by the VA to issue its STC
- related documents approval

will be clarified in next TIP revision.

It is expected that the basic/non-basic criteria will increase the number of basic classifications



EASA
European Aviation Safety Agency

THANK YOU

Your safety is our mission.

An agency of the European Union

