



EASA
European Aviation Safety Agency

Definition of an STC and best practices

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STC WORKSHOP
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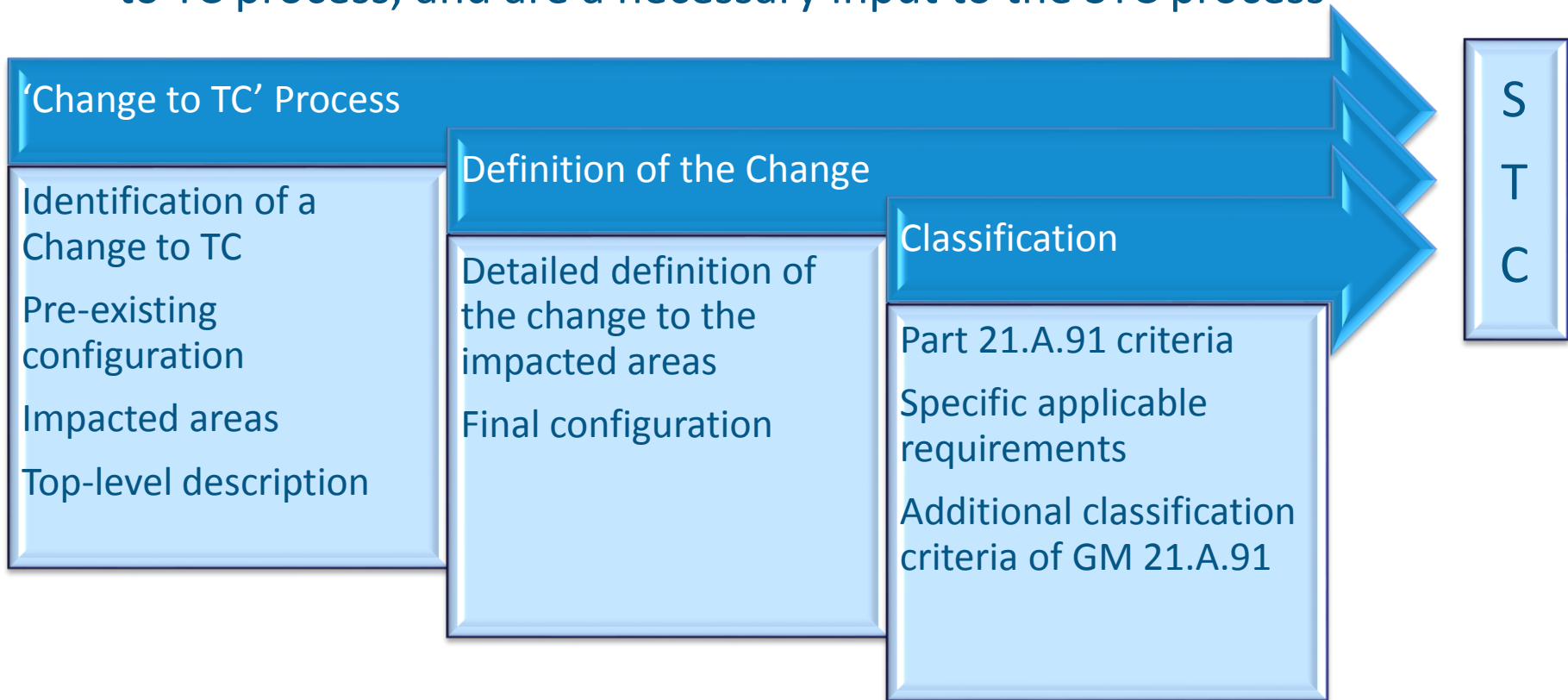


- STC Process as part of a wider process
- Identification of a change to a TC
- Definition of a change to a TC
- Classification of a change to a TC → STC
- Approval of a STC
- Embodiment of a STC



STC process as part of wider process

- The STC process is part of the larger process of a 'Change to TC'
- At the classification stage a change to a TC becomes an STC (for non-TCH) or a minor change
- Certain elements shall be defined at early stages of the Change to TC process, and are a necessary input to the STC process





Identification of a change to a TC

- Impacted areas and/or functions shall be identified
 - Product breakdown in areas (e.g. ATA chapters)
- Pre-existing configuration of those areas/functions
 - As per TCDS or more layers of other changes/repairs
 - Essential to determine the eligibility for installation
 - It might require coordination with TC or design approval holders and/or CAMO for access to applicable information (e.g. in-service aircraft)
- Top level description of the change / Reference ID



Definition of a change to TC

- Detailed definition of the change to pre-existing configuration of affected areas/functions:
 - modified type design -> final configuration
 - Supplements to manuals, if impacted
 - Amendments to OSD constituents, if impacted
- Early classification as major/significant applying criteria of Part 21.A.91/21.A.101



Classification of a change to TC → STC

- Identification of specific requirements applicable to affected areas/functions in accordance with Part 21.A.101 & GM 21.A.101 (Cert. basis of the change)
- Introduction of special conditions (→ major/STC)
- Identification of re-investigation necessary to demonstrate compliance with identified requirements and of methods of compliance
- Classification as per additional criteria of GM 21.A.91 (Change definition is final and frozen) and justification of the classification decisions



Approval of an STC

- Justification that information at basis of the change definition is adequate either from DOA's own resources, or through arrangement with the TC or design approval holder as per Part 21.A.113(b)
- Definition of Certification Programme
- *Proposed Level of involvement (Lol)*
- Application to EASA
- *Lol agreed with EASA PCM*
- Compliance Demonstration and associated docs.
- Final Declaration of compliance



Embodiment of an STC

- Appropriate inspection and acceptance tests to confirm eligibility should be part of the embodiment instructions to the installer
- Eligibility for installation is based on the initial pre-existing configuration identified at the beginning of the process
- Those initial configurations might be composed of more layers of approved changes/repairs
- Responsibility of the installer is only to confirm installation eligibility following exhaustive instructions
- Deviations from approved design data should be properly addressed at this stage



Items of attention

- Initial configuration of affected areas/functions
 - Configuration of the type design as documented in the TCDS (TCDS configuration)
 - Subsequent changes to TCDS configuration or repairs in the same areas or to same functions
 - Access to information by the previous design/repairs approval holders and/or CAMO of the in-service aircraft
- Specific requirements applicable to the affected areas/functions at an early stage of process



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