

FAA acceptance of STC applications from EU organisations

In the new United States/European Community bilateral agreement, FAA and EASA have negotiated provisions for broader acceptance of STC applications. While this agreement is being finalized and ratified, FAA and EASA have agreed to amend the scope of acceptance in existing Bilateral Aviation Safety Agreement Implementation Procedures for Airworthiness (BASA IPAs) with six EU Member States: France, Germany, Italy, Netherlands, Sweden and the United Kingdom to enable this broader acceptance early, through an exchange of letters.

Consequently, since 1 April 2007, for STC designed for products having a FAA type-certificate, the following STC applications from applicants located in the six EU Member States mentioned above can be accepted by the FAA:

- All STC on products for which EASA acts on behalf of the State of design;
- Basic STCs on any aircraft, independently of its State of design.

In addition, as currently authorised under the current BASA IPA between Germany and U.S.A, the FAA will continue to accept from German applicants all STCs on aircraft for which the U.S. is State of design.

The criteria to classify an STC as Basic or Non-Basic are:

- Non-Basic STC:
 - a) Changes classified as significant, in accordance with 21A.101(b).
 - b) Where applicable, changes addressing any of the criteria identified in Type Validation Principles (TVP) as SSDs, Project and Generic VIs; and
 - c) Any other design changes categorized as a Non-Basic STC by EASA.
- All other STCs are considered Basic STCs.