European Union Aviation Safety Agency

Supplemental Type Certificates (STC)

Where can I find a list of Supplemental Type Certificates (STC) approved by EASA?

Answer

EASA publishes a list of its approved STCs on the EASA website.

The EASA STC list compiles Supplemental Type Certificates issued by EASA since 03/06/2004 and is updated on a weekly basis.

STCs issued before this date or grandfathered STCs are not included in the list.

To request a copy of an STC, please contact stc [at] easa.europa.eu (stc[at]easa[dot]europa[dot]eu).

Please also refer to our FAQ on "Who do I contact to request a copy of a grandfathered STC?""

Last updated:
28/10/2019

Link:
https://www.easa.europa.eu/en/faq/21900

Why can't I find an STC on the EASA STC List?

Answer

The Agency applies its best efforts to ensure completeness of this list.

The EASA STC list compiles Supplemental Type Certificates issued by EASA since 03/06/2004. All EASA STCs are published except:

- 'Grandfathered' STCs issued by the EU Member States prior to 29/09/2003.
- STCs issued by Switzerland (FOCA) prior to 2007
- Recently issued STCs may not yet appear on the list

Should you discover missing data or for any other question, we kindly request you to contact the following mailbox STC [at] easa.europa.eu (STC[at]easa[dot]europa[dot]eu)

Please also refer to our FAQ on "Who do I contact to request a copy of a grandfathered STC?""

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Link:
https://www.easa.europa.eu/en/faq/21901

What are grandfathered approvals?

Answer

Any STC approved or validated by an EASA Member State before the establishment of EASA is deemed to be approved under Regulation (EU) No 748/2012 Article 4.

Last updated:
23/02/2023

Link:
https://www.easa.europa.eu/en/faq/21902

How do I know whether an FAA / TCCA STC has been validated by EASA?

Answer

An STC can be considered to be EASA approved if it satisfies one of the following conditions:

- It has been validated by EASA after 28 September 2003 (ref. EU Regulation No 748/2012, Article 4).

In this case, the corresponding validated STC should be published on the EASA website.

- It has been validated by an EASA Member State before 28 September 2003.

In order to verify whether a foreign STC can be considered EASA approved, we suggest that you contact the STC holder.

Should you require EASA validation of a foreign STC which does not fulfil any of the two conditions above, please request the STC holder to apply.

You may apply for your own STC but need to prove eligibility by demonstrating capability in accordance with 21.A.112B, i.e. by holding a Design Organisation Approval (DOA) or Alternative Procedures to Design Organisation Approval (APDOA), or in the case of products referred to in point 21.A.14(c) by obtaining the EASA's acceptance of your certification programme, if you are an EASA Member State applicant.
Alternatively, you may contact a DOA of your choice.

Non-EASA Member State applicants do not need to demonstrate part 21 eligibility if a bilateral agreement/working arrangement is in force.

Last updated:
23/02/2023

Link:
https://www.easa.europa.eu/en/faq/21904

How can I know if an STC is still valid? How can I know if an STC has been revoked, suspended or surrendered?

Answer

EASA certificates are valid unless otherwise revoked, suspended or surrendered. In such cases, a related Certification Information will be published on the EASA website.

If you require confirmation regarding the validity of a particular STC, we kindly suggest that you contact the STC holder.

Last updated:
23/01/2017

Link:
https://www.easa.europa.eu/en/faq/21905

I am an EU aircraft owner/operator and would like to apply for validation of an FAA STC installed on my aircraft?

Answer

EASA has put a new procedure in place to allow EASA member state aircraft owners/operators to apply for the validation of an FAA STC for a single aircraft serial number if certain conditions are met.

The scope of fixed wing aircraft to which this process can be applied is limited to:

- Small Aeroplanes ≤ 5 700 kg MTOW
- Very Light Aeroplane
- Light Sport Aeroplane
- (Powered) Sailplanes

The applicant is required to submit an application form for *EASA validation of FAA Supplemental Type Certificate classified as Basic and limited to one serial number*(FO.CERT.00134) and to declare that the below conditions are met:

- FAA STC has been installed for a long time with no known continuing airworthiness issues;
- FAA STC holder either not able or not willing to apply for EASA validation;
- A checks against the latest EASA-FAA Technical Implementation Procedures (TIP) provisions confirmed that the FAA STC is classified as “Basic”;
- Confirmation that the applicant has access to design data and instructions for operations and continued airworthiness;
- Acknowledgement of the applicant’s obligations as Holder of the STC in accordance with Part 21, point 21.A.118A

Please note that High Performance Aircraft and any change impacting noise requirements are excluded from this process and is valid only for Fixed Wing aircraft STCs.

The subsequent validation will be limited to a single aircraft **serial number** to allow the aircraft to be imported and to be issued a Certificate of Airworthiness. This validation is not transferrable to or amendable with another serial number.

EASA will charge this activity in accordance with Commission Implementing Regulation (EU) 2019/2153 and the applicable fee is set at one working hour per application.

Download application form FO.CERT.00134 - Application for validation of FAA STC classified as Basic and limited to one s/n

Last updated:

12/03/2020

Link:

https://www.easa.europa.eu/en/faq/22078

What is the procedure for validations of FAA STCs classified as basic?

Answer

Application for Supplemental Type Certificate FO.CERT.00033

A fast track procedure is in place for validations of FAA STCs classified as basic. According to the revision 6 of the Technical Implementation Procedure (TIP), basic STCs are accepted by EASA without further technical review. However, the issuance of the EASA STC can take place only **after** the FAA STC has been issued and the complete technical data package has been submitted to EASA including the FAA concurrence letter containing the classification of basic.

Last updated:

26/11/2018

Link:

https://www.easa.europa.eu/en/faq/21890

Am I eligible to apply for an STC?

Answer

Major changes to type design by applicants other than the TC holder must be approved in accordance with Part 21, Section A, Subpart E of Commission Regulation (EC) No 748/2012 i.e. through a Supplemental Type Certificate. Information on the application process can be found at the following link.

Only the STC holder is eligible to apply for a Major Change to STC. For further information, please consult our website. Typically, EASA will issue a revision of the STC.

Minor Changes to an STC may also be applied for by an applicant other than the STC holder. In this case EASA will not issue a revision to the STC but a Minor Change approval in accordance with Subpart D of Commission Regulation (EC) No 748/2012. Information on the application process can be found here.

The following table describes the available options for specific design projects including STCs.

	Demonstration of capability			
Type of design	DOA	ADOA	CP	None
Aircraft Type Design				
All Aircraft	yes			
ELA 2*	yes	yes		
ELA 1*	yes	yes	yes	
Engine Type Certificate				
All Engines	yes			
Piston Engine	yes	yes		
Engine installed in ELA2 Aircraft	yes	yes		
Engine installed in ELA1 Aircraft	yes	yes	yes	
Propeller Type Certificate				
All propellers	yes			
Fixed or adjustable pitch propeller	yes	yes		
Propeller installed in ELA2 Aircraft	yes	yes		
Propeller installed in ELA1 Aircraft	yes	yes	yes	
Supplemental Type Certificate (STC)				
All STCs	yes			
STC Group 1**	yes			
STC Group 2**	yes	yes		
STC on ELA1 or its engine or propeller	yes	yes	yes	
Minor Changes	yes	yes	yes	yes
Repairs				
Minor	yes	yes	yes	yes
Major	yes	yes***		
Major on ELA1 or its engine or propeller	yes	yes	yes	
ETSO Authorisation (ETSOA)	yes	yes		

* For definition see EU Regulation (EC) 748/2012 Article 1
** For definition see GM 21.A.112B
*** Upon Agency agreement

Non-EASA Member State applicants for whom a bilateral agreement is in place, no further demonstration of eligibility is required.

Non-DOA/APDOA holders may contact a DOA/ APDOA of their choice to apply for an STC on their behalf.

Design Organisation Approval (DOA): The process to obtain a DOA. Further information on DOA.

Alternative Procedures to Design Organisation Approval (APDOA): Information on APDOA.

However, Part 21.A.14(c) provides the possibility for any natural person to apply for an STC on an ELA 1 aircraft by demonstrating capability through a certification programme. Alternative procedures are not necessary. ELA 1 is generally defined as aircraft with a max MTOW of 1200kg or less, including balloons up to 3400m^3 and sailplanes.

ELA1	**ELA2**
ELA1 aircraft' means the following manned European Light Aircraft:	ELA2 aircraft' means the following manned European Light Aircraft:

an aeroplane with a Maximum Take-off Mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft	an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft
a sailplane or powered sailplane of 1 200 kg MTOM or less	a sailplane or powered sailplane of 2 000 kg MTOM or less
a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m 3 for hot air balloons, 1 050 m 3 for gas balloons, 300 m 3 for tethered gas balloons	a balloon
an airship designed for not more than 4 occupants and a maximum design lifting gas or hot air volume of not more than 3 400 m 3 for hot air airships and 1 000 m 3 for gas airships6	a hot air airship
	a gas airship complying with all of the following characteristics: - 3% maximum static heaviness - Non-vectored thrust (except reverse thrust) - Conventional and simple design of: structure, control system and ballonet system - Non-power assisted controls
	a Very Light Rotorcraft

Certification Programme Demonstration of capability via a certification programme for:	**AP DOA** Demonstration of capability via AP DOA for:
ELA1 aircraft	ELA2 aircraft
Engine [to be] installed in ELA1 aircraft	Engine [to be] installed in ELA2 aircraft

Propeller [to be] installed in ELA1 aircraft	Propeller [to be] installed in ELA2 aircraft
	Piston Engine
	Fixed or adjustable pitch propeller

Last updated:

17/03/2020

Link:

https://www.easa.europa.eu/en/faq/48612

Who do I contact to request a copy of a grandfathered STC?

Answer

To request a copy of a grandfathered STC, please refer to the links provided or, where indicated, please send an email directly to the NAA:

Links per Country	Comments
Austria	No STC list available, related questions can be addressed to: airworthiness [at] austrocontrol.at
Belgium	No STC list available, related questions can be addressed to: generalaviation [at] mobilit.fgov.be (generalaviation[at]mobilit[dot]fgov[dot]be)
Bulgaria	Please contact NAA directly, if grandfathered STCs exist
Croatia	Please contact NAA directly, if grandfathered STCs exist
Cyprus	Please contact NAA directly, if grandfathered STCs exist
Czechia	Please contact NAA directly, if grandfathered STCs exist
Denmark	See enclosed list

Estonia	No STCs issued, related questions can be addressed to: ecaa [at] ecaa.ee
Finland	See enclosed list
France	No STCs issued, related questions can be addressed to dsac-nav-bf [at] aviation-civile.gouv.fr (dsac-nav-bf[at]aviation-civile[dot]gouv[dot]fr).
Germany	See enclosed list
Greece	Please contact NAA directly, if grandfathered STCs exist
Hungary	No STC list available
Iceland	See enclosed list
Ireland	No STC list available
Italy	Please contact NAA directly, if grandfathered STCs exist
Latvia	No STCs issued
Liechtenstein	Please contact NAA directly, if grandfathered STCs exist
Lithuania	Please contact NAA directly, if grandfathered STCs exist
Malta	Please contact NAA directly, if grandfathered STCs exist
Netherlands	No STC list available
Norway	Please contact NAA directly, if grandfathered STCs exist
Poland	See enclosed list
Portugal	Please contact NAA directly, if grandfathered STCs exist
Romania	No STC list available, related questions can be addressed to: dir.gen [at] caa.ro.
Slovakia	No STCs issued
Slovenia	Please contact NAA directly, if grandfathered STCs exist
Spain	Please contact NAA directly, if grandfathered STCs exist

Sweden	Please contact NAA directly, if grandfathered STCs exist
Switzerland	See enclosed list
United Kingdom	See enclosed list

Last updated:
26/11/2018

Link:
https://www.easa.europa.eu/en/faq/48613

I would like to submit an application for validation of an FAA or TCCA STC as an agent and I am not the STC holder.

Answer

Any application submitted by an agent for validation of an FAA or TCCA STC needs to be submitted in the name of the US or Canadian STC holder whose STC is to be validated. Applications submitted in the name of the agent can unfortunately not be accepted irrespective of whether an authorisation letter has been provided by the STC holder.
In addition, the billing address and data on the application form need to be that of the applicant (STC holder). Different billing partners, such as the agent's, can unfortunately no longer be accepted.

Last updated:
26/11/2018

Link:
https://www.easa.europa.eu/en/faq/67030

Can a DOA with low STC activity decide not to implement LOI processes and continue to operate as before?

Answer

No, LOI will become mandatory through the amendment of Part 21 and applies to all projects but an applicant's proposal is required for major changes, major repairs and STCs.

Last updated:

07/06/2018

Link:
https://www.easa.europa.eu/en/faq/46985

If there is an automatic validation of (E)TSO/STC, will there still be an EASA reference and FAA reference for the same modification?

Answer

No, only the primary certification authority's reference.

Last updated:
07/06/2018

Link:
https://www.easa.europa.eu/en/faq/46986

Is there a Part 21 Light (DOA\POA) for STC holders for production of low volume STC and limited failure effects (non HAZ/CAT) planned (not only for GA)?

Answer

Yes, see rulemaking task (RMT).0018 (former task number 21.026). The "Part 21 light" concept is a concept related to the GA Roadmap Project and as such will be applicable only to the low-end General Aviation. The question seems related to STC applicable to all products, but considered as simple. This can be addressed today in the context of the actual regulation. The scope of the DOA can be limited to this kind of activity, and the limited scope would lead to a simplified investigation and surveillance activities. Furthermore, the concept of Level of Involvement (LOI) could allow the product certification team to reduce their level of involvement if the level of criticality is low and if the DOA is performing well.

Last updated:
07/06/2018

Link:
https://www.easa.europa.eu/en/faq/46987

Regarding the abandoned and surrendered STCs, will EASA follow the same guidelines as FAA 8110-120, especially regarding the requirements for Freedom Of Information Act FOIA?

Answer

The FAA 8110-120 does not apply to EASA. Even if there is no extensive series of examples regarding surrendered or abandoned STC, the Agency principle, similar to the TC case, is that in case of surrendered STC, the Agency keeps the responsibility on the TCH holder and will ensure, in the framework of the Continued Airworthiness, the highest level of safety of the products. The EASA role is strictly limited to CAW oversight.

Moreover, EASA is not bound by the FAA Guidelines 8110-120, regarding FOI. EASA is bound by regulation (EC) 1049/2001 on access to documents, which foresees that any member of the public with residence in the EU (but in practice anyone) can request access to documents held by the Agency. The Agency can then decide whether such access might be granted (there are exceptions foreseen in article 4).

Such regulation applies only to already existing documents that the Agency holds (either because EASA is the author or because they have been received by EASA in the framework of its institutional activities).

This regulation does not apply to request for information where the Agency has to compile a new document to put together the aforementioned requested data and/or info.

Last updated:

07/06/2018

Link:

https://www.easa.europa.eu/en/faq/46988

On EASA STC certificates, the following statement “or later revisions of the above listed documents approved by EASA.” is below the list of “Associated Technical Documentation”. Are documents approved afterwards using a DOA privilege (e.g. minor change approval) covered by that statement?

Answer

Yes, the statement for “later revisions” “approved by EASA” is covering both cases:

-documents approved with EASA direct involvement
-documents approved by a Design Organisation holding a DOA with the appropriate scope and privileges as per Part 21

Last updated:

02/11/2018

Link:

https://www.easa.europa.eu/en/faq/65380

How do I know whether an STC has been grandfathered?

Answer

Any STC approved or validated by any member state before the establishment of EASA is deemed to be 'Grandfathered' under Regulation 1(EU) No 748/2012 Article 4. Unfortunately, a central repository of such approvals does not exist .Please contact the STC holder directly or review the websites of our Member States National Aviation Authorities. Please also refer to our FAQ “Who do I contact to request a copy of a grandfathered STC? | EASA (europa.eu)

Last updated:

23/02/2023

Link:

https://www.easa.europa.eu/en/faq/19372