

**FAQs:**

[Supplemental Type Certificates \(STC\)](#) , [Applications for product certification/validation of foreign certificates](#), [Certification of products and organisations](#)

**Question:**

**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.

Type of design	Demonstration of capability			
	DOA	ADOA	CP	None
<b>Aircraft Type Design</b>				
All Aircraft	yes			
ELA 2*	yes	yes		
ELA 1*	yes	yes	yes	
<b>Engine Type Certificate</b>				
All Engines	yes			
Piston Engine	yes	yes		
Engine installed in ELA2 Aircraft	yes	yes		
Engine installed in ELA1 Aircraft	yes	yes	yes	
<b>Propeller Type Certificate</b>				
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	
<b>Supplemental Type Certificate (STC)</b>				
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
<b>Repairs</b>				
Minor	yes	yes	yes	yes
Major	yes	yes***		
Major on ELA1 or its engine or propeller	yes	yes	yes	
ETSO Authorisation (ETSOA)	yes	yes		
<p>* For definition see EU Regulation (EC) 748/2012 Article 1</p> <p>** For definition see GM 21.A.112B</p> <p>*** Upon Agency agreement</p>				

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<sup>3</sup> and sailplanes.

<b>ELA1</b> ELA1 aircraft' means the following manned European Light Aircraft:	<b>ELA2</b> ELA2 aircraft' means the following manned European Light Aircraft:
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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 <sup>3</sup> for hot air balloons, 1 050 m <sup>3</sup> for gas balloons, 300 m <sup>3</sup> 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 <sup>3</sup> for hot air airships and 1 000 m <sup>3</sup> for gas airships <sup>6</sup>	a hot air airship
	a gas airship complying with all of the following characteristics: <ul style="list-style-type: none"> <li>- 3% maximum static heaviness</li> <li>- Non-vector thrust (except reverse thrust)</li> <li>- Conventional and simple design of: structure, control system and ballonnet system</li> <li>- Non-power assisted controls</li> </ul>
	a Very Light Rotorcraft

<b>Certification Programme</b> Demonstration of capability via a certification programme for:	<b>AP DOA</b> 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:**

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**Link:**<https://www.easa.europa.eu/en/faq/48612>