

**FAQs:**

[Validation of FAA STCs classified as Basic and limited to one serial number](#), [General Aviation](#)

**Question:**

**What does the EU applicant need to do?**

**Answer:**

The EU applicant needs to:

- check against the latest EASA-FAA Technical Implementation Procedures (TIP) provisions that the FAA STC is Basic, and in this case:
- complete the application form, FO.CERT.00134, “EASA validation of FAA Supplemental Type Certificate classified as Basic and limited to one serial number”;
- acknowledge his/her obligations as Holder of the STC in accordance with Part 21, point 21.A.118A;
- sign the declaration of fulfilling those obligations; and
- submit to STC [at] easa.europa.eu:
  - the signed application form together with a copy of the FAA STC;
  - the applicable documentation available to the applicant (e.g. Master Drawing List, Installation Instructions, Aircraft Flight Manual (AFM), Master Minimum Equipment List (MMEL), Instructions for Continued Airworthiness (ICA) including the published safety documents as Service Bulletins, Safety Information Letters, Airworthiness Directives, etc.);
  - **for new installations:** the relevant correspondence with the US STC Holder (STCH) aimed at demonstrating his unwillingness to follow the normal validation process stipulated in the TIP, and a STCH statement indicating the “no objection to EASA validation for one serial number”; or
  - **aircraft import to the EU:** evidence that the STCH no longer exists and therefore cannot apply for validation and evidence that the STC is installed already.  
*Note:* Only acceptable for aircraft in the process of importation into the EU (not yet registered in an EASA Member State), where the STC is installed to the aircraft already. (For new installations, the STCH must exist, otherwise the STC cannot be obtained anyway).

**Last updated:**

24/03/2025

**Link:**

<https://www.easa.europa.eu/et/faq/22059>