

Validation of FAA STCs classified as Basic and limited to one serial number

What is the EASA administrative validation of the FAA Basic STCs for second hand aircraft, serial number specific?

Answer

This is a simplification of the EASA validation process for the cases where the US STC Holder of a FAA STC classified as Basic is unwilling or unable to apply for EASA validation.

The scope is limited to the following product categories and installed engines, if applicable:

- Aeroplanes $\leq 5\,700$ kg MTOW
- Very Light Aeroplanes
- Light Sport Aeroplanes
- Powered Sailplanes
- Sailplanes
- ELA 1 Balloons or Airships
- ELA 2 Balloons or Airships
- Small Rotorcraft (i.e. Part 27 aircraft with MTOW $\leq 3\,175$ Kg and limited to 4 seats, including pilot)
- Very Light Rotorcraft

Please note that STCs that involve changes which impact the aircraft's noise characteristics are excluded from this simplified process.

Please note that High Performance aircraft and commuter are excluded from this simplified process as well as external installations STCs applicable to VLR or Small Rotorcraft.

Last updated:

26/06/2020

Link:

<https://www.easa.europa.eu/lv/faq/22058>

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 and
- sign the declaration of fulfilling those obligations.
- 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.),
 - if available, the relevant correspondence with the STC Holder (STCH) aimed at demonstrating his unwillingness to follow the normal validation process stipulated in the TIP as well as STCH statement of “no objection to EASA validation”.

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Link:

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

What is a FAA Basic STC?

Answer

This is a STC meeting the criteria for “Basic” classification stipulated in the current TIP for Airworthiness and Environmental certification between the FAA and EASA at paragraph 3.5.3.1.

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Link:<https://www.easa.europa.eu/lv/faq/22060>**What is the classification criteria for Basic STCs?****Answer**

The classification criteria for Basic STCs are stipulated in the current TIP for Airworthiness and Environmental certification between the FAA and EASA at paragraph 3.5.3.1 and are here listed for your convenience.

Major design changes to a TC, including STCs, are eligible for a basic classification if not impacting any of the following items:

1. Any item in the VA Safety Emphasis Item (SEI) list as defined in paragraph 3.5.10.4;
Please consult the EASA lists of SEI for General Aviation and Rotorcraft published at this [link](#).
2. The CA or VA certification basis includes or is anticipated to include a new or amended:
 - (i) FAA exemption or EASA deviation;
 - (ii) Special condition; or
 - (iii) Equivalent level of Safety (ELOS/ESF);*Please note that this information is typically quoted in the FAA STC.*
3. A classification of “significant” has been made by the CA in accordance with FAA 14 CFR section 21.101(b) or EASA 21A101(b);
4. An AD is affected that was issued unilaterally by the VA; or an AD is affected that was issued by the VA, and where the VA is the Authority for the State of Design for the TC;
5. Changes involving the use of a new or different applicable method of compliance from that previously agreed by the CA and the VA;
Note: A method of compliance (MOC) would not be considered “new” or “different” if it had been applied previously in a similar context by both the CA and the VA.

6. New technology exists;

Note: New technology is technology that is new to the VA as a whole, not just new to the VA team members. For example, if technology used by the applicant were new to the VA team but not the VA itself, it would not be considered new. It is the VA management's responsibility to make sure the VA team members are properly informed of the earlier use of the technology, VA standards and MOC.

7. Novel applications of existing technology exist;

Note: Novel application of technology is where a particular technology is being used in a manner that causes the precepts of the technology to be questioned. However, it does not mean that existing technology being applied for the first time to a particular product line is automatically novel. Additionally, novel applies to the VA as a whole, not just to a project being assessed by the specific VA team members.

8. The applicant has proposed to the CA non-simple substantiations of acoustic or emissions changes, whereas a simple substantiation is when the compliance demonstration with the CA has involved standard means of compliance and procedures which were already regularly agreed by the VA and CA in previous projects of the same applicant (using the same test organization).

9. Changes that have an appreciable effect on any one of the Operational Suitability Data (OSD) constituents (refer to EASA Guidance Material GM 21.A.91 to determine an appreciable effect); and

10. Any other design change designated as Non-Basic by the CA.

CA stands for Certifying Authority, i.e. the FAA in this case

VA stands for Validating Authority, i.e. EASA in this case

Please note that applicants may not have all the elements and information required for a correct classification. Therefore, the classification proposed by the applicant may be questioned by EASA and eventually not accepted.

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Link:

<https://www.easa.europa.eu/lv/faq/22061>

Where can I find the application form for this process?

Answer

The application form can be found in the document library under applications forms

<https://www.easa.europa.eu/document-library/application-forms#certification>

<https://www.easa.europa.eu/document-library/application-forms/focert00134>

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

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Link:

<https://www.easa.europa.eu/lv/faq/22062>

With whom in EASA can I speak about this process?

Answer

Please use the mailboxes below, as applicable, for any queries regarding this process.

GADadmin [at] easa.europa.eu

VTOL [at] easa.europa.eu (for VLR and Small Rotorcraft only)

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Link:

<https://www.easa.europa.eu/lv/faq/22063>

What is the fee charged?

Answer

Provided acceptance of the application, applicants will be charged 2 hours at the applicable hourly rate, as per Annex to the Commission Implementing Regulation (EU) (EU) 2019/2153 of 16 December 2019 - on the fees and charges levied by the European Union Aviation Safety Agency- Part II.

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Link:<https://www.easa.europa.eu/lv/faq/22064>**What document do I receive?****Answer**

The application form FO.CERT.00134, "EASA validation of FAA Supplemental Type Certificate classified as Basic and limited to one serial number" contains on page 3 the EASA statement and approval number which will be signed, dated and stamped.

The statement below is proof of EASA validation. Please place this page in the aircraft log.

6. EASA Statement - To be filled in only by the European Union Aviation Safety Agency		
The FAA Supplemental Type Certificate specified in section 3 is classified as Basic and hereby validated for the aircraft identified in section 4. This validation is limited to the serial number under 4.1.		
EASA Approval Number		
Date	Name	EASA Signature

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Link:<https://www.easa.europa.eu/lv/faq/22065>