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.

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/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
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 (EC) No 1702/2003 Article 2a. This covers all previous approvals from Minor Changes to Major Changes, STCs and complete aircraft, both certifications and validations with the exception of products of the former Soviet Union. It also covers the Flight Conditions approved for aircraft operating under national Permits to Fly issued before 28 March 2007.

**Last updated:**

25/09/2018

**Link:**

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

How do I know whether an STC has been grandfathered?

**Answer**

Any STC approved or validated by an EU member state before the establishment of EASA is deemed to be 'grandfathered' under Regulation 1702/2003 Article 2 (3)(a).
Unfortunately, a central repository of such approvals does not yet 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?"

**Last updated:**
26/11/2018

**Link:**
https://www.easa.europa.eu/faq/21903

**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 27 September 2003 (ref. Regulation 1702/2003).

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. be a Design Organisation Approval (DOA) or Alternative Procedures to Design Organisation Approval (APDOA) holder 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.

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

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
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](https://www.easa.europa.eu/faq/22078)

**Last updated:**
12/03/2020

**Link:**

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

**Answer**

Application for Supplemental Type Certificate [FO.CERT.00033](https://www.easa.europa.eu/faq/22078)
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/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.
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.
<table>
<thead>
<tr>
<th><strong>ELA1</strong></th>
<th><strong>ELA2</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>ELA1 aircraft’ means the following manned European Light Aircraft:</td>
<td>ELA2 aircraft’ means the following manned European Light Aircraft:</td>
</tr>
<tr>
<td>an aeroplane with a Maximum Take-off Mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft</td>
<td>an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft</td>
</tr>
<tr>
<td>a sailplane or powered sailplane of 1 200 kg MTOM or less</td>
<td>a sailplane or powered sailplane of 2 000 kg MTOM or less</td>
</tr>
<tr>
<td>a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m³ for hot air balloons, 1 050 m³ for gas balloons, 300 m³ for tethered gas balloons</td>
<td>a balloon</td>
</tr>
<tr>
<td>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 m³ for hot air airships and 1 000 m³ for gas airships6</td>
<td>a hot air airship</td>
</tr>
<tr>
<td>a gas airship complying with all of the following characteristics:</td>
<td>a Very Light Rotorcraft</td>
</tr>
<tr>
<td>- 3% maximum static heaviness</td>
<td>- 3% maximum static heaviness</td>
</tr>
<tr>
<td>- Non-vectored thrust (except reverse thrust)</td>
<td>- Non-vectored thrust (except reverse thrust)</td>
</tr>
<tr>
<td>- Conventional and simple design of: structure, control system and ballonet system</td>
<td>- Conventional and simple design of: structure, control system and ballonet system</td>
</tr>
<tr>
<td>- Non-power assisted controls</td>
<td>- Non-power assisted controls</td>
</tr>
</tbody>
</table>

**Certification Programme**
Demonstration of capability via a certification programme for:

**AP DOA**
Demonstration of capability via AP DOA for:
<table>
<thead>
<tr>
<th>ELA1 aircraft</th>
<th>ELA2 aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine [to be] installed in ELA1 aircraft</td>
<td>Engine [to be] installed in ELA2 aircraft</td>
</tr>
<tr>
<td>Propeller [to be] installed in ELA1 aircraft</td>
<td>Propeller [to be] installed in ELA2 aircraft</td>
</tr>
<tr>
<td>Piston Engine</td>
<td>Fixed or adjustable pitch propeller</td>
</tr>
</tbody>
</table>

**Last updated:**
17/03/2020

**Link:**
https://www.easa.europa.eu/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:

<table>
<thead>
<tr>
<th>Links per Country</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austria</td>
<td>No STC list available, related questions can be addressed to: airworthiness [at] austocontrol.at</td>
</tr>
<tr>
<td>Belgium</td>
<td>No STC list available, related questions can be addressed to: generalaviation [at] mobilit.fgov.be</td>
</tr>
<tr>
<td>Bulgaria</td>
<td>Please contact NAA directly, if grandfathered STCs exist</td>
</tr>
<tr>
<td>Croatia</td>
<td>Please contact NAA directly, if grandfathered STCs exist</td>
</tr>
<tr>
<td>Country</td>
<td>Contact Information</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Cyprus</td>
<td>Please contact NAA directly, if grandfathered STCs exist</td>
</tr>
<tr>
<td>Czechia</td>
<td>Please contact NAA directly, if grandfathered STCs exist</td>
</tr>
<tr>
<td>Denmark</td>
<td>See enclosed list</td>
</tr>
<tr>
<td>Estonia</td>
<td>No STCs issued, related questions can be addressed to: ecaa [at] ecaa.ee</td>
</tr>
<tr>
<td>Finland</td>
<td>See enclosed list</td>
</tr>
<tr>
<td>France</td>
<td>No STCs issued, related questions can be addressed to dsac-nav-bf [at] aviation-civile.gouv.fr.</td>
</tr>
<tr>
<td>Germany</td>
<td>See enclosed list</td>
</tr>
<tr>
<td>Greece</td>
<td>Please contact NAA directly, if grandfathered STCs exist</td>
</tr>
<tr>
<td>Hungary</td>
<td>No STC list available</td>
</tr>
<tr>
<td>Iceland</td>
<td>See enclosed list</td>
</tr>
<tr>
<td>Ireland</td>
<td>No STC list available</td>
</tr>
<tr>
<td>Italy</td>
<td>Please contact NAA directly, if grandfathered STCs exist</td>
</tr>
<tr>
<td>Latvia</td>
<td>No STCs issued</td>
</tr>
<tr>
<td>Liechtenstein</td>
<td>Please contact NAA directly, if grandfathered STCs exist</td>
</tr>
<tr>
<td>Lithuania</td>
<td>Please contact NAA directly, if grandfathered STCs exist</td>
</tr>
<tr>
<td>Malta</td>
<td>Please contact NAA directly, if grandfathered STCs exist</td>
</tr>
<tr>
<td>Netherlands</td>
<td>No STC list available</td>
</tr>
<tr>
<td>Norway</td>
<td>Please contact NAA directly, if grandfathered STCs exist</td>
</tr>
<tr>
<td>Poland</td>
<td>See enclosed list</td>
</tr>
<tr>
<td>Portugal</td>
<td>Please contact NAA directly, if grandfathered STCs exist</td>
</tr>
</tbody>
</table>
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:**

**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:**
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

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

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/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
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 c

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/faq/65380