



Independent  
**AIRCRAFT MODIFIER ALLIANCE**

A photograph of a white commercial aircraft on a runway during a golden sunset. The aircraft is shown from a low angle, focusing on the nose, cockpit, and the front landing gear. The background is a bright orange and yellow sky over a dark horizon. The image is partially obscured by a large red and orange diagonal graphic that serves as a background for the title text.

# QUESTIONS & ANSWERS ON IAMA RULEBOOK



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- **What is the IAMA Rulebook?**

The IAMA Rulebook is a document that contains a collection of operational and functional rules defining a commonly agreed framework for the complete retrofit modification life cycle. It provides standards, rationales, and best practices for a predictable quality. Clarifies the processes and attributes of the modification with respect to the demands of airline operators, aircraft owners and other stakeholders in the retrofit market. The rulebook focusses on the fields of communication, documentation and project management of a modification.

- **What is the purpose of the IAMA Rulebook?**

The IAMA Rulebook aims to guide IAMA members towards higher quality modifications and stipulates a streamlined STC project lifecycle from the customers' point of view. It establishes and introduces a clear pathway of rules throughout the entire lifecycle of the modification and endorses the STC by having an "IAMA Endorsed" STC Label.

- **How can my company benefit from the Rulebook?**

As an **Airline or Lessor**, you can access the Rulebook through a **FREE** subscription. The Rulebook offers vast information on the various phases of a modification process, and you will get to fully benefit from numerous assertions on requirements that should be requested from your selected design organization for a better modification.

As a **Design Organization**, you can make headway and stand out with your avant-garde aircraft modifications. Utilizing the IAMA Rulebook will guarantee a top-quality modification you can market with the IAMA endorsed Label. The Rulebook also provides a significant number of best practices and templates that aid your organization during the entire STC project lifecycle.

- **What is the difference between the IAMA Standard and IAMA Rulebook?**

The IAMA Standard is formed by our endorsed members via understanding the ongoing industry hurdles. The Rulebook is the tool that contains the standard through diverse rules and best practices outlined within it.

- **What exactly does the Rulebook contain?**

The Rulebook contains a set of rules explained with a rationale, the RASCI applying to the rule and a best practice available to our full and advisory members to have all the tools to best implement the rules.

Side Note: RASCI stands for (**R**esponsible, **A**ccountable, **S**upport, **C**onsulted, **I**nformed)

- **How does IAMA make sure that members comply with the IAMA Standard?**

All IAMA Members are encouraged to apply the IAMA Standard when realizing a modification. Our IAMA DOA and ODA members get audited, on average, every two years by an independent auditor to ensure the standard is appropriately applied, in addition to being required to pass an initial audit to demonstrate both capability at the member and modification level to appropriately apply the IAMA Rulebook.

- **Can my company use the Rulebook only for STC modifications?**

IAMA advises that all its members use the Rulebook for STC modifications and other modifications, including minor changes or major alterations. It should be noted, however, that only STC modifications can be officially “IAMA Endorsed” currently.

- **How are the topics within the Rulebook being decided?**

The topics extensively covered in our Rulebook correspond to the hurdles raised by the industry stakeholders. All aviation participants can provide any hurdle related to independent modifications to IAMA via [info@iamalliance.aero](mailto:info@iamalliance.aero). IAMA will prioritize the demands based on the availability and urgency of the topic.

- **What type of companies/organizations does the Rulebook best apply to?**

All aviation stakeholders can employ the Rulebook to familiarise themselves with the particulars of a modification. Nevertheless, the Rulebook best applies to design organizations offering retrofit modifications.

- **Can I access the Rulebook without being an IAMA member?**

No, the Rulebook is only available to our members. Full and Basic memberships are for organizations with STC capabilities, while Advisory memberships are for airframe and system OEMs (Original Equipment Manufacturers), and Airlines and lessors may join for free and get access. Non-design approval holders can also get access via a basic membership, and if you do not find an adequate category for your organization, do not hesitate to reach out to [info@iamalliance.aero](mailto:info@iamalliance.aero) we would be happy to support you. All member applications need to be agreed upon and approved by the executive board of IAMA.

- **What are the topics mentioned within the Rulebook?**

The Rulebook demonstrates varying instructions to address airline and lessor concerns purposefully. It offers a standards-based process designed to provide consistent and reliable results from the IAMA Members when realizing an aircraft modification. We follow a continuous improvement process to create an exhaustive guide covering all modification aspects throughout the entire modification lifecycle.

MODIFICATION LIFECYCLE → PHASES OF AN STC



Topics ranging from documentation to communication, project management standards, aircraft transferability, and maintainability are discussed in great detail, but additional issues will be addressed while the Rulebook develops. For more information on the topics we address in the Rulebook, we recommend you to have a look here [\[Link\]](#)

- **Does the IAMA Rulebook apply for minor modifications?**

IAMA encourages all its members to use the Rulebook for STC modifications and other modifications such as but not limited to minor changes or major alterations. It should be noted, however, that only STC modifications can be officially “IAMA-endorsed” currently.

- **Where can I find the IAMA Rulebook and in what format?**

The IAMA Rulebook can be found online by clicking on the following [link](#), or in our website's menu under IAMA Rulebook. Once on the page and logged in, you can have an online view of the Rulebook, a filter to view only the rules answering a specific industry hurdle, or you can download the entire Rulebook as a PDF

- **What is the benefit of an IAMA-endorsed STC?**

An IAMA-endorsed STC is a high-quality STC that follows a set of operational and functional rules defining a commonly agreed framework for the complete modification life cycle, providing standards and best practices for a predictable quality. In addition, it clarifies the modification's processes and attributes that solve industry hurdles for stakeholders throughout the life cycle.

- **An STC is an STC, right? Aren't they all airworthy? What is the benefit of being IAMA-endorsed?**

From an airworthiness perspective, that is correct. All STCs approved by an Aviation Authority are deemed to fulfill the respective requirements. But on a company level, the program management, processes, communication flows and the way the modification instructions are given might differ from one organization to another. Therefore, IAMA has created a standard specified in the IAMA rulebook for all members to commit to. All members get independently audited against this standard and can then label their STCs as IAMA-endorsed.

Customers procuring IAMA Endorsed STCs can rely on this standardization from a project management, communication, documentation and customer service perspective, as well as on the assurance that the modification complies with the customer requirements. This includes but is not limited to a high level of transparency from RfP to the After-Sales phase, dedicated customer communication and interaction, plus a solid commitment to STC life cycle support.

Customers can benefit from IAMA standards adding a new level of transparency, dedication, and commitment throughout the entire life span of an STC.

- **How do I request an IAMA-endorsed STC?**

If you are interested in an IAMA-endorsed STC, you can reach out to our members: <https://members.iamalliance.aero/#/members>. They will be able to provide a high-quality STC. Furthermore, you can actively inquire your selected design organization to provide you an IAMA-endorsed STC. Link to RfP form

- **Does an IAMA-endorsed STC cost me something as an Airline?**

There is no additional cost associated with the IAMA Endorsement of an STC. An IAMA-endorsed STC will provide clarity and will be supported throughout the STC life cycle. In addition, our members commit to raise all the elements that could be associated and of importance to consider planning during the initial phases of an aircraft modification.

- **Will an IAMA-endorsed STC stay forever IAMA-endorsed?**

The IAMA Endorsement is active while a design approval holder (DAH) is member of IAMA. An IAMA-endorsed STC might become inactive if the design approval holder leaves IAMA. However, all STC remain compliant with the IAMA Rulebook for those STC life cycle phases already passed. However, the contracted DAH remains obliged to fulfil the contracted scope and remains responsible for maintaining the STC from an Airworthiness viewpoint.

- **What happens to the IAMA Endorsement in case of the STC being transferred to a new DAH?**

The STC remains compliant with the IAMA Rulebook for those STC life cycle phases already passed.

If the new DAH is an IAMA member it accepts to check the transfer of responsibilities and commitment of performing the future STC life cycle phases according to the IAMA Rulebook to maintain the endorsement status.

If the DAH is not yet an IAMA member, IAMA encourages the DAH to subcontract the active project phases to an existing member to maintain the Endorsement status of the respective STC. IAMA offers to facilitate this process as well as the potential integration of the new DAH into IAMA.



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In case the new DAH decides not to subcontract the active phases to an existing IAMA member or decides not to become IAMA members themselves, the IAMA Endorsement becomes inactive.

In any case, the new DAH remains obliged to fulfil the contracted scope and remains responsible for maintaining the STC from an Airworthiness viewpoint.

Further information regarding STC transfer guidance can be found in IAMA's Paper called "IAMA STC Transfer and Surrender Guidance".

- **Are all IAMA-endorsed STCs conducted the same way, following the same process?**

Each IAMA member has an individualized way of working based on the IAMA rulebook and is regularly audited by an independent auditor to ensure the IAMA rules are properly followed. All IAMA-endorsed STCs are following our IAMA Rulebook. Slight differences might appear between the rulebook versions and the member processes and documentation.

- **Can an IAMA member start a modification and transfer the work to another member finishing the STC?**

In general, the process of applying for an STC is bound to the applicant Design Organization/Design Approval Holder (DAH). However, the alliance offers a solid network to foster cooperation between its members. The decision to cooperate is subject to individual agreements of the members.

- **If an Airline/Lessor uses an IAMA-endorsed STC, who is the focal point, IAMA or the design organization?**

The Design Organization/Design Approval Holder (DAH) is the focal contact for all operational topics related to an IAMA Endorsed STC. Holistic questions, though, can be addressed at IAMA. Do not hesitate to reach out to [info@iamalliance.aero](mailto:info@iamalliance.aero).

- **Does IAMA hold any of the endorsed STCs?**

IAMA is an association bundling and amplifying the interests of its members. Operational business – such as applying for and holding of STCs – remains the responsibility of the individual member company. Therefore, IAMA does not hold any STCs.

- **As a member, what is the process to get the IAMA- endorsed STC onto the Platform**

After completion of a successful audit, modification endorsement is provided via an approval tag on the IAMA Platform.

Requested Modification Data shall be provided by the member to IAMA, including the following information:

- STC Holder
- STC Approval Number
- STC Competent Authority
- Top Level STC Description
- Initial STC Date
- Type Design Change Master Control Document (i.e., MDL) Revision
- Aircraft Types and Models affected
- Rulebook Compliance Version

When self-endorsing your STCs, the same information should be sent to IAMA at [tam@iamalliance.aero](mailto:tam@iamalliance.aero). See details on the audit in the IAMA Audit and endorsement process paper (PRC\_AUDIT\_211207)

- **As a member, where can I find the IAMA Rulebook and in what format?**

The IAMA Rulebook can be found online by clicking on the following [link](#), or in our website's menu under IAMA Rulebook. Once on the page and logged in, you can have an online view of the Rulebook, a filter to view only the rules answering a specific industry hurdle, or you can download the entire Rulebook as a PDF

If you want to know more about the audit process, an explanatory document is available on our Platform (PRC\_AUDIT\_211207) outlining the details of our audit and how to self-endorse your STCs.

For IAMA Members, an Excel version of the rulebook is also available to ease the self-endorsement and pass and fail criteria.