

# Civil Aviation Authority United Kingdom



## NOTIFICATION OF SUPPLEMENTAL TYPE CERTIFICATE (STC) SUSPENSION

This notification is issued by the Civil Aviation Authority, acting in accordance with assimilated Regulations (EU) 2018/1139 and (EU) No. 748/2012.

**Notification Number:** UK.CN.00049

**Issue Date:** 22 June 2026

### Background:

**2Excel Aviation Ltd** (UK.21J.0321) has notified UK CAA of its surrender of EASA STC No.10040189, Installation of VIP bedroom and Bathroom. The surrender follows the introduction of new UK CAA Part 26 requirements, with which future compliance would be required. The design approval is now suspended, whilst a transfer is encouraged (see below).

The following information details the suspension:

<b>STC Title/Description</b>	B757-200, JN312, Installation of VIP bedroom and Bathroom
<b>Holder of Suspended STC</b>	<b>2Excel Design Ltd</b> (UK.21J.0321) Trading as Leading Edge
<b>Holder of Suspended STC, Address</b>	Hangar 3, Fouth Avenue, Doncaster Sheffield Airport DN9 3GE
<b>Suspended STC Number</b>	EASA STC No.10040189
<b>State of Design</b>	United Kingdom
<b>State of Design Authority</b>	<b>United Kingdom CAA</b> Aviation House Gatwick Airport South West Sussex RH6 0YR United Kingdom <a href="mailto:certification.airworthiness@caa.co.uk">certification.airworthiness@caa.co.uk</a>
<b>Effective Date of Suspension</b>	<b>02 July 2026</b>

### Appeal for Design Approval Transfer:

To support ongoing continued airworthiness of this design approval, CAA are seeking for Design Organisations to declare an interest in receiving transfer of the design approval. Declarations of interest can be made by contacting the above CAA email address, before 23 July 2026.

If no potential receiving Design Organisation is identified by this date, this design approval will be subject to CAA review, at which time it may be classified as Surrendered, after which, transfer cannot be facilitated.

### Additional Remarks:

If this approval is transferred to a UK Design Organisation, compliance with the applicable Part 26 requirements will be required. Where the design is taken on by a Design Organisation in another State, equivalent Part 26 requirements may also apply, subject to the applicable NAA regulations.

Affected aircraft on the UK register may continue to operate until an unsafe condition has been identified, at which point the Airworthiness Directive (AD) process will control the necessary actions. Aircraft operating on other registers may be subject to restrictions by the respective aviation authority. No subsequent embodiments of the

design approval or release on Airworthiness Release Certificate (Form 1) of manufactured parts/articles are permitted.