



**EASA**  
European Aviation Safety Agency

# Product Certification and Design Organisation Approval Workshop

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TE.GEN.00409-001



# EASA

European Aviation Safety Agency

# APPROVED MODEL LIST (AML) CHANGES

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Proposed CM-21.A-E-001 was consulted up to  
15 Nov 2017

<http://www.easa.europa.eu/document-library/product-certification-consultations/proposed-cm-21a-e-001>

Definition and Purpose

General Consideration

Changes to AML

Checklist



# Definition & Purpose

An AML-Change is an option, intended for changes

- ❖ that are similar in design and use
- ❖ with multi-model and multi-type applicability
- ❖ that have the same certification baseline data, i.e. a common set of applicable core compliance demonstration items that are applicable to all the models/types in the AML

under a single STC, Major Change or Minor Change approval.

**Models that are not included in the validating authority TCDS cannot be validated within an AML**



# General Consideration

- ❑ AML-STCs and AML-Minor Changes may cover products of several TC holders
- ❑ AML-Major Changes are limited to the products of the TC holder applying for the AML-Major Change
- ❑ AML approval is issued for products type-certificated against the same product category of certification specifications, i.e. an AML-STC compliant to CS 23 cannot include products related to CS 25, 27, or 29
- ❑ General principle is to have a common set of CS, SC, ESF, etc. or unique certification basis corresponding to the most stringent one

Early coordination with EASA is strongly recommended



# General Consideration (cont'd)

- ❑ Certification bases and amendment level to the areas affected by the modification must be defined for each model
- ❑ The applicability of the certification baseline data for each model must be clearly established
- ❑ The AML approval may not be suitable for those cases where type or model specific compliance demonstration is required:
  - ❖ Systems that can directly control the aircraft and depending on aircraft feedback for design
  - ❖ When each installation needs to have a separate compliance demonstration as e.g. for electromagnetic compatibility, HIRF or lightning effects

Early coordination with EASA is strongly recommended



# General Consideration (cont'd)

- ❑ Following examples are most likely outside the purpose of the AML-Changes
  - ❖ Acoustical change per section 21.A.93(b)
  - ❖ Aircraft Flight Manual Change or Supplement content not applicable to all models
  - ❖ Operational Suitability Data not applicable to all models
- ❑ Installation Instructions and Instructions for Continued Airworthiness in adequate detail for every model in the AML are part of the AML change

Early coordination with EASA is strongly recommended



# Changes to AML

- ❑ Changes to an AML-Change are classified and managed as per 21.A.117 and 21.A.91
- ❑ Major changes to an AML-STC or AML-Major Changes are considered major changes to type certificate, including
  - ❖ Addition of aircraft models / types to the AML
  - ❖ Modification of existing AML-STC or AML-Major Change definition
- ❑ In case of new model different from previously-approved models, further substantiation is required but as a complement
- ❑ All configuration changes must be tracked in a systematic way in order to keep the AML configuration under control

The AML-Change is not a mean to approve additional models without further substantiation





# Checklist

Aircraft models/type on AML share same certification baseline data

The purpose of the modification is the same for all impacted aircraft models/types

Areas of the modification that are different for a model are properly documented

Common set of CS, SC, ESF, IM, etc. or a unique certification basis corresponding to the most stringent one is to be established

Complete compliance is demonstrated for the modification to all affected areas for each listed aircraft model/type



# Checklist

Installation instructions adequate for a consistent and compliant installation on each model in the AML. Clear boundaries are established and documented

ICA, if needed, are applicable to each model in the AML

OSD impact is assessed against each impacted model in the AML. When an impact is identified, OSD is made available as required



# EASA Approved Model List Template

A/C TCH	A/C Type	A/C Model	EASA TCDS	Certif. Basis	MDL	AFMS	ICA	OSD	Other Remarks



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# Thanks a lot for your attention

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