



Federal Aviation Administration

Memorandum

Date: September 14, 2012

To: All Directorate and ACO Managers

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Subject: Approved Model List Supplemental Type Certificate Criteria and Clarification

Following the examination of several AML-STC approvals issued by various aircraft certification offices (ACOs), it was determined that inconsistencies exist in the application and interpretation of AML-STC requirements. The purpose of this memorandum is to clarify the existing AML-STC requirements found in FAA Order 8110.4C, section 4-13. This memo explains the intended meaning of the requirements in an effort to promote consistency in AML-STC approvals.

BACKGROUND:

An AML-STC is a method of approval that allows use of a set of compliance data on various aircraft models, designated as "baseline data." This method of approval may apply to multiple models on the same type certificate data sheet (TCDS), or to multiple aircraft models on various TCDSs. An AML-STC is intended for installations that are similar and share baseline data between the models. Baseline data streamlines certification efforts by eliminating unnecessary testing, and the re-submittal of data common to more than one model aircraft. In order to be eligible for an AML-STC, the baseline data must be applicable to the listed models. The installation commonality shared between models is key to an AML-STC approval.

AML-STC REQUIREMENTS:

The AML-STC is not a blanket approval that allows inclusion of additional models without further substantiation or FAA involvement. The minimum requirements that must be met before granting an AML-STC approval are:

1. Compliance data must be provided for every model on the AML. When adding new models, an AML-STC approval allows use of previously submitted compliance data without further review (if found applicable) because of similarities in the installation, intended function, and certification basis. Additional compliance data may be required to supplement the baseline data as determined necessary by the ACO. For example: baseline data for electromagnetic effects from lightning, electromagnetic interference (EMI), or high intensity radiated field (HIRF) testing that was sufficient for a metal structure aircraft may

not be adequate for a composite aircraft even if they share identical installation, intended function and certification basis. Further, there are certain installations (e.g., autopilot) that are model-dependent, and may require independent testing for each proposed model. The installation complexity and the level of integration into an existing aircraft system must be carefully examined to ensure showing of compliance for each model.

2. The applicant is required to identify the certification basis, including amendment levels, for each of the listed models. Due to possible certification differences between models, each model added to the AML-STC must establish its own certification basis per Title 14 of the Code of Federal Regulations (14 CFR) 21.101.
3. AML-STC can only be issued for aircraft that are type certificated in the same category (e.g., an AML-STC for an aircraft certificated under 14 CFR part 23 normal category can not include aircraft certificated under part 23 commuter category or part 25 transport category). Each category of aircraft requires its own separate AML-STC due to differences in the certification basis.
4. Instructions for continued airworthiness (ICA) must comply with 14 CFR 21.50. (Refer to FAA Order 8110.54 for the ICA requirements.)
5. The installation instructions must describe the installation in adequate detail such that all installations are consistent and repeatable. A generic instruction may be accepted only when the applicant can show the instructions are applicable to all models on the AML.
6. The AML is approved by the FAA as part of the STC. Major changes to the AML (i.e., models added or existing models amended) must be approved by the FAA. Minor design changes to an AML-STC are handled in the same manner as a regular STC. The applicant and the FAA can enter into a certificate management agreement to document roles and responsibilities of maintaining the AML-STC.
7. FAA installation conformity inspection for the proposed configuration may not be required if after the initial showing of compliance to 14 CFR 21.33, similarities are shown and documented for every model listed on the AML. A new conformity inspection may be required if the FAA determines that the proposed model configuration deviates from the initial conformity inspection.
8. Splitting out models from AML-STC is not permitted.