

Executive Director Decision

2022/001/R

of 21 January 2022

amending the General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances (AMC-20)

'AMC-20 — Amendment 23

AMC 20-136A Aircraft electrical and electronic system lightning protection

AMC 20-158A Aircraft electrical and electronic system high-intensity radiated fields (HIRF) protection

AMC 20-193 Use of multi-core processors (MCPs)

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

Having regard to Regulation (EU) 2018/1139¹, and in particular Article 104(3)(a) thereof,

Having regard to Regulation (EU) No 748/2012², and in particular Article 10(1) thereof,

Whereas:

- (1) EASA shall, pursuant to Article 76(3) of Regulation (EU) 2018/1139, issue certification specifications (CSs) and acceptable means of compliance (AMC), as well as guidance material (GM), for the application of Regulation (EU) 2018/1139 and of the delegated and implementing acts adopted on the basis thereof.
- (2) Certification specifications (CSs) are non-binding technical standards issued by EASA, which indicate the means to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, and which are used by persons and organisations for the purpose of certification.

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

² Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32012R0748&qid=1639131163546>).

- (3) Acceptable means of compliance (AMC) are non-binding standards issued by EASA, which are used by persons and organisations to show compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, or with the certification specifications (CSs).
- (4) Guidance material (GM) is non-binding material issued by EASA, which helps to illustrate the meaning of delegated or implementing acts, certification specifications (CSs) or acceptable means of compliance (AMC), and which is used to support the interpretation of Regulation (EU) 2018/1139, the delegated and implementing acts adopted on the basis thereof, CSs and AMC.
- (5) With Decision 2003/12/RM of 5 November 2003, the Executive Director issued general acceptable means of compliance for airworthiness of products, parts and appliances (« AMC-20 »)³.
- (6) EASA shall, pursuant to Article 4(1)(a) of Regulation (EU) 2018/1139, reflect the state of the art and the best practices in the field of aviation and update its Decisions, taking into account worldwide aviation experience and scientific and technical progress in the respective fields.
- (7) EASA has determined the need to establish AMC 20-193 *Use of multi-core processors (MCPs)* to better support applicants for type certification, changes to an existing type certificate, or for the authorisation of European technical standard orders (ETSOs) in showing compliance with the applicable airworthiness requirements with regard to the installation of multi-core processors contained in airborne systems and equipment as part of the design of aircraft or ETSOs.
- (8) EASA has determined the need to amend AMC 20-136 *Aircraft electrical and electronic system lightning protection* and 20-158 *Aircraft electrical and electronic system high-intensity radiated fields (HIRF) protection* to better support applicants for type certification, changes to an existing type certificate, or for the authorisation of European technical standard orders (ETSOs) in showing compliance with the applicable airworthiness requirements with regard to aircraft electrical and electronic system high-intensity radiated fields (HIRF) and aircraft electrical and electronic system lightning protection.
- (9) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 16 ‘Special rulemaking procedure: accelerated procedure’ of the EASA Rulemaking Procedure⁴, consulted the affected stakeholders as well as its Advisory Bodies (ABs) on the contents of this Decision and considered the comments received.
- (10) This Decision also issues a consolidated index table showing all the AMC-20 guidance issued to date by EASA. This is expected to facilitate the application of those AMC,

³ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2003012rm>

⁴ EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the ‘Rulemaking Procedure’. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

HAS DECIDED:

Article 1

The Annex to this Decision is issued as Amendment 23 to the General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances (AMC-20 Amendment 23).

Article 2

This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.

Cologne, 21 January 2022

For the European Union Aviation Safety Agency

The Executive Director

Patrick KY

