

European Aviation Safety Agency

DECISION N° 2011/004/R OF THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY

OF 27 JUNE 2011

amending Decision No 2003/02/RM of the Executive Director of the Agency of 17 October 2003

on

Certification Specifications, including Airworthiness Codes and Acceptable Means of Compliance, for Large Aeroplanes (« CS-25 »)

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to the Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC¹ (hereinafter "The Basic Regulation"), and in particular Articles 18(c), 38(3)(a) and (e) thereof,

Having regard to the Commission Regulation (EC) No 1702/2003 of 24 September 2003 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 organisations², in particular 21A.16A of the Annex (Part-21) thereof.

Whereas:

- (1) The Executive Director issued certification specifications including airworthiness code and acceptable means of compliance, for large aeroplanes (« CS-25 ») in the Annex to Executive Director Decision No 2003/2/RM of 17 October 2003 (Initial Issue)³.
- (2) The Agency shall, pursuant to Article 18 of the Basic Regulation, issue certification specifications and acceptable means of compliance, as well as guidance material for the application of the Basic Regulation and its implementing rules.

¹ OJ L 79, 19.03.2008, p. 1.

² OJ L 243, 27.9.2003, p. 6. Regulation as last amended by Regulation (EC) No 1057/2008 of 27 October 2008 (OJ L 283, 28.9.2008, p. 30).

³ Executive Director Decision No 2003/2/RM of 17 October 2003 as last amended by Executive Director Decision 2010/013/R of 16 December 2010 (CS-25 Amendment 10).

- (3) The Agency is obliged, pursuant to Article 19 of the Basic Regulation, to reflect the state of the art and the best practices in the fields concerned and update certification specifications and acceptable means of compliance taking into account world wide aircraft experience in service, and scientific and technical progress.
- (4) The Agency has determined the need to improve the airworthiness considerations for applicants seeking approval of cockpit displays to account for changes in technology and modern avionic systems. The existing scope of the AMC 25-11 is limited and pertains strictly to cathode ray tube (CRT) based electronic display systems used for guidance, control, or decision-making by the flight crew. The AMC is outdated in view of the integrated computer-based display systems used in modern aeroplanes and does not address new technologies such as liquid crystal displays.
- (5) The Agency has determined the need to improve the airworthiness considerations for applicants seeking approval of flight crew warning systems. This will ensure that modern advancements in flight crew alerting systems, including warnings integrated with electronic displays and the use of alternate media other than discrete lights, are accounted for. Such advances can be more effective than previous methods in aiding the flight crew in their decision making process. Furthermore, existing provisions take no or little account of implementation issues and Human Factors, such as the prioritisation of multiple alerts, correlation of visual/audio alerts, potential inhibiting of alerts, and the avoidance of false alerts.
- (6) The Agency has cooperated with the FAA in developing near harmonised regulatory material to reflect modern flight deck avionic systems design and the technologies associated with flight crew alerting.
- (7) The Agency, pursuant to Article 52(1)(c) of the Basic Regulation and Articles 5(3), 6 and 7(2) of the Rulemaking Procedure⁴, has widely consulted interested parties on the matters which are the subject of this Decision and has provided thereafter a written response to the comments received⁵.

HAS DECIDED:

Article 1

The Annex to the Executive Director Decision No 2003/2/RM of 17 October 2003 containing the certification specifications, including airworthiness code and acceptable means of compliance, applicable to Large Aeroplanes (« CS-25 ») is replaced by the Annex to this Decision.

Article 2

This Decision shall enter into force on 4 July 2011. It shall be published in the Official Publication of the Agency.

Done in Cologne, on 27 June 2011.

P. GOUDOU

⁴ Management Board Decision concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material (Rulemaking Procedure), EASA MB/08/07, 13.6.2007.

⁵ See NPA 2009-12 and CRD 2009-12 on Rulemaking Archives page http://www.easa.europa.eu/ws_prod/r/r_archives.php.