

## Executive Director Decision

2019/013/R

of 15 July 2019

**amending the Certification Specifications and Acceptable Means of Compliance  
for Large Aeroplanes**

**‘CS-25 — Amendment 23’**

and

**amending the Certification Specifications and Acceptable Means of Compliance  
for Large Rotorcraft**

**‘CS-29 — Amendment 7’**

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

Having regard to Regulation (EU) 2018/1139<sup>1</sup>, and in particular Article 104(3)(a) thereof,

Having regard to Regulation (EU) No 748/2012<sup>2</sup>, in particular point 21.A.16A of Annex I (Part 21) thereto,

Whereas:

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

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<sup>1</sup> 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>).

<sup>2</sup> 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/?qid=1557922660928&uri=CELEX:32012R0748>).

implementing acts adopted on the basis thereof, and which can be used by organisations for the purpose of certification.

- (3) Acceptable means of compliance are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, or with the certification specifications.
- (4) With Decision No. 2003/2/RM of 17 October 2003, the Executive Director issued certification specifications, including airworthiness codes and acceptable means of compliance, for large aeroplanes (CS-25 — Initial issue).
- (5) With Decision No. 2003/16/RM of 14 November 2003, the Executive Director issued certification specifications for large rotorcraft (CS-29 — Initial issue).
- (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 identified the need to enhance and modernise the certification specifications and acceptable means of compliance for the installation of flight recorders on board large aeroplanes and large rotorcraft. CS-25 and CS-29 have therefore been amended to address the following items:
  - a. *CVR power supply*: CS-25 and CS-29 have been amended to ensure that a cockpit voice recorder (CVR) continues to record after the interruption of the normal electrical power source, and to prevent the failure of a single power supply from disabling both the flight data recorder (FDR) and the CVR;
  - b. *Automatic stopping of the recording after an accident*: CS-25 and CS-29 have been amended to ensure that a negative acceleration sensor ('g-switch') is not used as the sole means to detect a crash impact and to automatically stop a flight recorder after the detection of such a crash impact. In addition, conditions have been introduced to address the use of the recorder start-and-stop logic to provide a means to automatically stop the CVR after a crash impact;
  - c. *Combination recorders*: CS-25 and CS-29 have been amended to accommodate the installation of flight data and cockpit voice combination recorders, in line with the requirements set forth in Regulation (EU) No 965/2012<sup>3</sup> on air operations;
  - d. *Deployable recorders*: CS-25 has been amended to introduce provisions for the installation of a deployable recorder, which is one possible means to comply with point CAT.GEN.MPA.210 ('Location of an aircraft in distress – Aeroplanes') of Regulation (EU) No 965/2012 on air operations; and

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<sup>3</sup> Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1557921887778&uri=CELEX:32012R0965>).



- e. *Performance specifications for CVRs and FDRs*: EUROCAE document 112A has been introduced as a reference industry standard in the acceptable means of compliance of CS-25 and CS-29.
- (8) In order to increase the efficiency of the rulemaking process, EASA proposes regular updates of CS-25 in the frame of rulemaking task RMT.0673 after identifying items that are non-complex, non-controversial, and mature. In this context, CS-25 has been amended regarding the following items: full and unrestricted movement of cockpit controls; flap and slat interconnection; ventilation; the quantity of available oxygen; ashtrays in the lavatories.
- (9) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure<sup>4</sup>, has widely consulted the interested parties on the matters which are the subject of this Decision, and has provided thereafter a written response to the comments received<sup>5</sup>,

HAS DECIDED:

#### **Article 1**

Annex I to this Decision is issued as Amendment 23 to the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes (CS-25).

#### **Article 2**

Annex II to this Decision is issued as Amendment 7 to the Certification Specifications and Acceptable Means of Compliance for Large Rotorcraft (CS-29).

#### **Article 3**

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

Cologne, 15 July 2019

*For the European Union Aviation Safety Agency  
The Executive Director*

Patrick KY

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<sup>4</sup> EASA Management Board (MB) Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure') (<http://www.easa.europa.eu/system/files/dfu/EASA%20MB%20Decision%2018-2015%20on%20Rulemaking%20Procedure.pdf>).

<sup>5</sup> NPA 2018-03 and NPA 2018-05 are available on the EASA website under <https://www.easa.europa.eu/document-library/notices-of-proposed-amendment>  
CRD 2018-03 and CRD 2018-05 are available on the EASA website under <http://easa.europa.eu/document-library/comment-response-documents>

