

Executive Director Decision

2017/015/R

of 12 May 2017

amending Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes

'CS-25 – Amendment 19'

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EC) No 216/2008¹, and in particular Article 38(3)(a) thereof,

Having regard to Regulation (EU) No 748/2012², in particular paragraph 21.A.16A of the Annex (Part-21) thereof,

Whereas:

- (1) EASA shall, pursuant to Article 18(c) of Regulation (EC) No 216/2008, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EC) No 216/2008 and its implementing rules.
- (2) Certification specifications are non-binding technical standards adopted by EASA which indicate the means to demonstrate compliance with Regulation (EC) No 216/2008 and its implementing rules and which can be used by organisations for the purpose of certification.
- (3) Acceptable means of compliance are non-binding standards adopted by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EC) No 216/2008 and its implementing rules, or with the certification specifications; when acceptable means of compliance are followed, the related requirements of the implementing rules or certification specifications are met.

¹ 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/EC (OJ L 79, 19.3.2008, p. 1).

² 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.1-85).

- (4) With Decision 2003/002/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) EASA shall, pursuant to Article 19(2) of Regulation (EC) No 216/2008, reflect the state of the art and the best practices in the fields concerned and update its decisions taking into account worldwide aircraft experience in service, and scientific and technical progress.
- (6) Service experience has shown that there is a need to have continuing updated knowledge of the structural integrity of aircraft, especially as they become older. The structural integrity of aircraft is of concern because fatigue cracking and corrosion are time and usage dependent factors, and knowledge about them can best be assessed based on real-time operational experience and the use of the most modern tools for analysis and testing. Many aircraft accidents around the world have been linked to ageing aircraft.
- (7) EASA has therefore identified the need to address ageing aircraft issues and created rulemaking task RMT.0225, which includes in its scope current ageing aircraft and future aircraft designs. It is evident that with the increased use, longer operational lives, and experience from in-service aircraft, there is a need for a programme to ensure a high level of structural integrity and maintain it in the future for all aircraft, in particular those in the large aeroplane category.
- (8) Therefore, CS-25 has to be amended in order to upgrade damage tolerance and fatigue evaluation of structure. CS 25.571 and Appendix H are amended, a new AMC 25.571 is created, while further guidance is provided in an amended AMC 20-20.
- (9) Certification specifications for large aeroplanes have been drafted taking into account large transport aeroplanes, featuring cabin interiors equipped for the commercial carriage of relatively high numbers of passengers. These specifications are not always adequate for cabin interiors installed in so-called business aeroplanes, i.e. those having lower-density interiors that offer a greater level of comfort and amenities, and sometimes being non-commercially operated. Numerous certification review items (CRIs) are issued for each certification project involving these aeroplanes. They address repetitive issues like access to emergency exits, width of aisles, heat release, and smoke density properties of materials, interior doors, etc.
- (10) EASA decided to create rulemaking task RMT.0264 with the objective to introduce in CS-25 a set of common requirements and intended interpretations (in the form of AMCs) that will establish a level playing field for all applicants with regard to the specificities of business aeroplanes, while continuing to provide an acceptable level of safety.
- (11) 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. Every year, EASA reviews the availability of eligible items (i.e. subjects that are considered non-complex, non-controversial, and mature) and eventually publishes an NPA proposing an amendment of CS-25. In this context, CS 25.1309 and AMC 25.1309 are amended in order to clarify the interfaces between CS 25.1309 and CS 25.810/CS 25.812, and reflect the current aircraft development practices that make use of the assignment of Development Assurance Levels (DALs).



- (12) EASA, pursuant to Article 52(1)(c) of Regulation (EC) No 216/2008 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure³, 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 received⁴.

HAS DECIDED:

Article 1

The Annex to this Decision is issued as Amendment 19 to the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes (CS-25).

Article 2

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

Done at Cologne, **12 May 2017**

*For the European Aviation Safety Agency
The Executive Director*

Patrick KY

³ 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>)

⁴ CRD 2013-07 is available on EASA Website here: <http://easa.europa.eu/document-library/comment-response-documents>
CRD 2015-19, CRD 2016-07 are provided as appendices to this Decision.

