

CS-P AMENDMENT 2 — CHANGE INFORMATION

EASA publishes amendments to the Certification Specifications for Propellers (CS-P) as consolidated documents. These documents are used for establishing the certification basis for applications made after the date of entry into force of the applicable amendment.

Consequently, except for a note '[Amdt No: P/2]' under the amended paragraph, the consolidated text of CS-P does not allow readers to see the detailed changes introduced compared to the previous amendment. To allow readers to also see these detailed changes, this document has been created. The same format as for the publication of notices of proposed amendments (NPAs) is used to show the changes:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in blue;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

SUBPART A — GENERAL

CS-P 40 is amended as follows:

CS-P 40 Instructions for Continued Airworthiness

- (c) The following information must be considered, as appropriate, for inclusion into the manual(s) required by CS-P 40(a).
- (1)
[...]
- (13) Instructions applicable to information system security protection as required by CS-P 230(g).

SUBPART B - DESIGN AND CONSTRUCTION

CS-P 230 is amended as follows:

CS-P 230 Propeller Control System

[...]

- (g) Information system security protection. Propeller control systems, including their networks, software and data, must be designed and installed so that they are protected from intentional unauthorised electronic interactions (IUEIs) that may result in adverse effects on the safety of the aircraft. The security risks and vulnerabilities must be identified, assessed and mitigated as necessary. The applicant must make procedures and Instructions for Continued Airworthiness (ICA) available that ensure that the security protections of the propeller control systems are maintained.

AMC P 230 is amended as follows:

AMC P 230 Propeller Control System

[...]

- (5) Information System Security Protection

For electronic Propeller control systems, AMC 20-42 provides acceptable means, guidance and methods to address CS-P 230(g), with special consideration given to any external interfaces of the Propeller and the interfaces between the aircraft and the propeller, if applicable. In particular, specific cases of intentional unauthorised electronic interactions (IUEIs) that could potentially have similar effects on all the Propeller control systems of an aircraft in a relatively short period of time, and the resulting adverse effect on the safety of the aircraft, should be taken into account for the security risk assessment, and not just any interaction that results in an adverse effect on a single Propeller.