CS-25 AMENDMENT 15 — CHANGE INFORMATION

The Agency publishes amendments to Certification Specifications as consolidated documents. These documents are used for establishing the certification basis for applications made after the date of entry into force of the amendment.

Consequently, except for the note 'Amdt 25/15' under the amended paragraph, the consolidated text of CS-25 does not allow readers to see the detailed changes introduced by the new 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) has been used to show the changes:

The text of the amendment is arranged to show deleted text, new text or new paragraph as shown below:

1. deleted text is shown with a strike through: ~~deleted~~
2. new text is highlighted with grey shading: new
3. an ellipsis (…) indicates that remaining text is unchanged in front of or following the reflected amendment.

BOOK 1

SUBPART B — FLIGHT

Correct the following typo in CS 25.143:

CS 25.143 General

[…]

(l) Electronic flight control systems

[…]

Maximum reachable negative load factor may be limited by flight control system characteristics or flight envelope protections (other than load factor limitation), provided that:

[…]

— from level flight, 0 g is readily achievable, or, at least, a trajectory change of 5 degrees per second is readily achievable at operational speeds (from VLS to Max speed – 10 kt).

[…]

SUBPART C — STRUCTURE

Correct the following typo in CS 25.562(b):

CS 25.562 Emergency landing dynamic conditions

[…]

(b) With the exception of flight deck crew seats, each seat type design approved for occupancy must successfully complete dynamic tests or be demonstrated by rational analysis based on dynamic tests of a similar type seat, in accordance with each of the following emergency landing conditions. The tests must be conducted with an occupant simulated by a 77kg (170 lb) anthropomorphic, test dummy sitting in the normal upright position:

[…]

SUBPART D — DESIGN AND CONSTRUCTION

Amend CS 25.801 as follows:

CS 25.801 Ditching

(a) If certification with ditching provisions is requested, the aeroplane must meet the requirements of this paragraph and CS 25.807~~(e)~~(i), 25.1411 and 25.1415(a).

Correct the following typo in CS 25.841:

CS 25.841 Pressurised cabins

[…]

(b) Pressurised cabins must have at least the following valves, controls, and indicators for controlling cabin pressure:

(1) Two pressure relief ~~values~~ valves to automatically limit the positive pressure differential to a predetermined ~~valve~~ value at the maximum rate of flow delivered by the pressure source. The combined capacity of the relief valves must be large enough so that the failure of any one valve would not cause an appreciable rise in the pressure differential. The pressure differential is positive when the internal pressure is greater than the external.

[…]

Appendix Q

Correct the page numbers of Appendix Q which erroneously reflect Appendix N.

BOOK 2

AMC — SUBPART E

Delete AMC 25.1041 as follows:

~~**AMC 25.1041**~~

~~**Tests in hot climatic conditions**~~

~~The need for additional tests, if any, in hot climatic conditions should take account of any tests made by the engine constructor to establish engine performance and functioning characteristics and of satisfactory operating experience of similar power units installed in other types of aeroplane.~~

~~The maximum climatic conditions for which compliance will be established should be declared and this should not be less severe than the ICAO Intercontinental Maximum Standard Climate (37□8ºC (100ºF) at sea level). If the tests are conducted under conditions which deviate from the maximum declared ambient temperature, the maximum temperature deviation should not normally exceed 13.9ºC (25ºF).~~

Create a new AMC 25.1043 as follows:

AMC 25.1043

Cooling tests

In accordance with CS 25.1041, applicants must show that the cooling provisions can maintain the temperatures of powerplant components and engine fluids within the temperature limits for which they have been certified, under ground and flight operating conditions, and after normal engine shutdown.

CS 25.1043(b) establishes 37.8° C (100°F) at sea level as the lowest maximum ambient temperature, except for winterisation installations. Applicants may establish a higher temperature limit if desired.

The assumed temperature lapse rate is 6.6°C per thousand meter (3.6°F per thousand feet) of altitude above sea level until a temperature of -56.5°C (–69.7°F) is reached, above which altitude the temperature is considered at -56.5°C (–69.7°F). The compliance demonstration flight test should be conducted with an ambient temperature as close to the desired maximum ambient atmospheric temperature as practical; the maximum temperature deviation should not normally exceed 13.9°C (25°F). If testing is accomplished at lower ambient temperatures, then the test data must be corrected to that which would have resulted from testing on a day with the maximum ambient atmospheric temperature.

The maximum ambient temperature selected and demonstrated satisfactorily, taking account of correction factors, shall not be less than the minimum hot day conditions prescribed by CS 25.1043(b) and shall be an aeroplane operating limitation per the requirements of CS 25.1521(d). The applicant should correct the engine temperatures to as high a value as possible in order to minimise the impact of this limitation.

AMC — SUBPART F

Amend AMC 25.1447(c)(3) as follows:

AMC 25.1447(c)(3)

Equipment Standards for Oxygen Dispensing Units

If oxygen outlets are not provided in a dedicated area, called here 'remote area', the applicant should demonstrate that oxygen dispensing outlets are within ~~'five feet/five seconds'~~ five feet or five seconds reach of the remote area(s) and should show that no visual obstruction exists between the potential oxygen users and the outlets, such as curtains or partitions, unless another method of indication (e.g. a light) is provided in the remote area.