

European Aviation Safety Agency

DECISION N° 2009/013/R OF THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY

OF 14 OCTOBER 2009

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, including airworthiness codes and acceptable means of compliance, as

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 2009/010/R of 26 June 2009 (CS-25 Amendment 6).

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well as guidance material for the application of the Basic Regulation and its implementing rules.

- (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 taking into account world wide aircraft experience in service, and scientific and technical progress.
- (4) Large Aeroplanes accidents and incidents occurred in icing conditions where the flight crew was either completely unaware of ice accretion on the airframe, or was aware of ice accretion, but judged that it was not significant enough to warrant operation of the airframe ice protection system (IPS). In order to improve flight crew response to ice accretion, CS-25 is amended to ensure that flight crews are provided with a clear means to know when to activate the airframe IPS.
- (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 21 October 2009. It shall be published in the Official Publication of the Agency.

Done in Cologne, on 14 October 2009.

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 2009-08 on page: http://www.easa.europa.eu/ws_prod/r/r_archives.php and CRD 2009-08 on page: http://www.easa.europa.eu/ws_prod/r/r_crd.php