

Executive Director Decision

2018/014/R

of 13 December 2018

amending the Certification Specifications and Acceptable Means of Compliance for Engines

'CS-E Amendment 5'

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY,

Having regard to Regulation (EU) 2018/1139¹, and in particular Article 104(3)(a) thereof,

Having regard to Regulation (EU) No 748/2012², and in particular point 21.A.16A of the Annex (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 its implementing rules.
- (2) Certification specifications are non-binding technical standards issued by EASA that indicate the means to demonstrate compliance with Regulation (EU) 2018/1139 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 issued by EASA that may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and its implementing rules; when acceptable means of compliance are applied, the related requirements of the implementing rules or the certification specifications are met.
- (4) With Decision 2003/9/RM of 24 October 2003, the Executive Director issued Certification Specifications, including Acceptable Means of Compliance, for Engines (CS-E — Initial issue).
- (5) 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 fields concerned, and update its decisions taking into account worldwide aircraft experience in service, and scientific and technical progress.

¹ 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).

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).

- (6) EASA has identified an opportunity to improve efficiency whilst maintaining safety through the update of the Certification Specifications and Acceptable Means of Compliance for Engines, taking into consideration generic and mature special conditions (SCs), equivalent safety findings (ESFs) and certification memoranda (CM).
- (7) Based on the lessons learned from the investigations of in-service accidents and incidents that involved birds being ingested into large aeroplane turbofans, EASA has identified the need to improve the corresponding core bird ingestion certification specifications. An additional core engine medium flocking bird ingestion test is introduced to ensure that turbofan engines can continue to operate following the ingestion of a medium-sized bird into the engine core with a fan speed that is representative of the climb condition (or the approach condition if no bird material is ingested into the engine core during the test under climb conditions).
- (8) EASA, pursuant to Article 52(1)(c) of Regulation (EC) No 216/2008³ and Articles 3, 6(3), 7 and 8 of the EASA Rulemaking Procedure⁴, has widely consulted the interested parties on the matter of engine bird ingestion and has provided thereafter a written response to the comments received⁵. For the regular update of the Certification Specifications for Engines, EASA has used Article 16 ‘Special rulemaking procedure: accelerated procedure’ of the EASA Rulemaking Procedure and consulted the interested parties through consultation of its Advisory Bodies,

HAS DECIDED:

Article 1

The Annex to this Decision is issued as Amendment 5 to the Certification Specifications and Acceptable Means of Compliance for Engines (CS-E).

Article 2

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

Cologne, 13 December 2018

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

Patrick KY

³ 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).

⁴ 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’) (<https://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

⁵ CRD to NPA 2017-16, available at <http://easa.europa.eu/document-library/comment-response-documents>.

