

Executive Director Decision

2020/006/R

of 24 June 2020

issuing the following:

Amendment 18 to the General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances

'AMC-20 — Amendment 18'

and

Amendment 5 to the Certification specifications for Normal-Category Aeroplanes (CS-23) and Issue 3 of the Acceptable Means of Compliance and Guidance Material to the Certification Specifications for Normal-Category Aeroplanes (AMC & GM to CS-23)

'CS-23 — Amendment 5'

'AMC and GM to CS-23 — Issue 3'

and

Amendment 25 to the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes

'CS-25 — Amendment 25'

and

Amendment 7 to the Certification Specifications and Acceptable Means of Compliance for Small Rotorcraft

'CS-27 — Amendment 7'

and

Amendment 8 to the Certification Specifications and Acceptable Means of Compliance for Large Rotorcraft

'CS-29 — Amendment 8'

and

Amendment 1 to the Certification Specifications and Acceptable Means of Compliance for Auxiliary Power Units

'CS-APU — Amendment 1'

and

Amendment 6 to the Certification Specifications and Acceptable Means of Compliance for Engines

'CS-E — Amendment 6'

and

Amendment 15 to the Certification Specifications for European Technical Standard Orders

'CS-ETSO — Amendment 15'

and

Amendment 2 to the Certification Specifications for Propellers

'CS-P — Amendment 2'

and

Amendment 10 to Issue 2 of the Acceptable Means of Compliance and Guidance Material to Annex I (Part 21) to Commission Regulation (EU) No 748/2012

'AMC and GM to Part 21 — Issue 2, Amendment 10'

'Aircraft cybersecurity'

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

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

Having regard to Commission Regulation (EU) No 748/2012, and in particular point 21.A.16A of Annex I (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 of the delegated and implementing acts adopted on the basis thereof.
- (2) Certification specifications are non-binding technical standards issued by EASA which indicate the means to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, and which can be used by organisations for the purpose of certification.
- (3) Acceptable means of compliance are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, or with the certification specifications.
- (4) Guidance material is non-binding material issued by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EU) 2018/1139, the delegated and implementing acts adopted on the basis thereof, certification specifications and acceptable means of compliance.
- (5) With Decision No. 2003/12/RM of 5 November 2003, the Executive Director issued general acceptable means of compliance for airworthiness of products, parts and appliances (« AMC-20 »).
- (6) With Decision ED Decision 2003/14/RRM of 14 November 2003, the Executive Director issued Certification Specifications for normal, utility, aerobatic and commuter category aeroplanes (« CS-23 »).
- (7) With Decision 2017/025/R of 20 December 2017, the Executive Director issued Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Certification Specifications for Normal-Category Aeroplanes (CS-23) ('AMC/GM to CS-23 — Issue 1').
- (8) With Decision No. 2003/2/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 »).

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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).



- (9) With Decision No. 2003/15/RM of 14 November 2003, the Executive Director issued certification specifications for small rotorcraft (« CS-27 — Initial issue »).
- (10) With Decision No. 2003/16/RM of 14 November 2003, the Executive Director issued certification specifications for large rotorcraft (« CS-29 — Initial issue »).
- (11) With Decision No. 2003/5/RM of 17 October 2003, the Executive Director issued certification specifications, including airworthiness codes and acceptable means of compliance, for auxiliary power units (« CS-APU — Initial issue »).
- (12) With Decision No. 2003/9/RM of 24 October 2003, the Executive Director issued certification specifications, including airworthiness codes and acceptable means of compliance, for engines (« CS-E — Initial issue »).
- (13) With Decision No. 2003/10/RM of 24 October 2003, the Executive Director issued certification specifications, including airworthiness codes and acceptable means of compliance, for European Technical Standard Orders (« CS-ETSO »).
- (14) With Decision No. 2003/7/RM of 24 October 2003, the Executive Director issued certification specifications for propellers (« CS-P — Initial issue »).
- (15) With Decision N° 2012/020/R of 30th October 2012, the Executive Director issued acceptable means of compliance and guidance material 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 ('AMC and GM to Part 21').
- (16) 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 field of aviation and update its decisions taking into account worldwide aviation experience and scientific and technical progress in the respective fields.
- (17) Since aircraft systems are increasingly interconnected, and thus potentially vulnerable to security threats, EASA needs to consider state-of-the-art means of protection against these threats when certifying new products or new parts.
- (18) The above-mentioned AMC-20, CS-25, CS-27, CS-29, CS-APU, CS-E, CS-ETSO, CS-P, AMC and GM to CS-23 and AMC and GM to Part 21 shall, therefore, be amended accordingly to reflect state-of-the-art means of protection of aircraft systems against these security threats.
- (18) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure², has widely consulted the interested parties on the matters which are the subject of this Decision, and has provided thereafter a written response to the comments received³,

² 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>).

³ Refer to CRD to NPA 2019-01 'Aircraft cybersecurity' available at <http://easa.europa.eu/document-library/comment-response-documents>.



HAS DECIDED:

Article 1

Decision No. 2003/12/RM of the Executive Director of the Agency of 5 November 2003 on AMC-20 is amended by including Annex I to this Decision into its Annex.

Article 2

Annex II to this Decision is issued as Amendment 5 to the Certification Specifications for CS-23 for Normal Category Airplanes (CS-23) and Issue 3 to the Acceptable Means of Compliance and Guidance Material to CS-23 (AMC/GM to CS-23).

Article 3

Annex III to this Decision is issued as Amendment 25 to the Certification Specifications for Large Aeroplanes (CS-25).

Article 4

Annex IV to this Decision is issued as Amendment 7 to the Certification Specifications for Small Rotorcraft (CS-27).

Article 5

Annex V to this Decision is issued as Amendment 8 to the Certification Specifications for Large Rotorcraft (CS-29).

Article 6

Annex VI to this Decision is issued as Amendment 1 to the Certification Specifications for Auxiliary Power Units (CS-APU).

Article 7

Annex VII to this Decision is issued as Amendment 6 to the Certification Specifications for Engines (CS-E).

Article 8

Annex VIII to this Decision is issued as Amendment 15 to the Certification Specifications for European Technical Standard Orders (CS-ETSO).

Article 9

Annex IX to this Decision is issued as Amendment 2 to the Certification Specifications for Propellers (CS-P).

Article 10

Annex I to ED Decision 2012/020/R of the Executive Director of the Agency of 30 October 2012 on AMC and GM to Part 21 is amended as laid down in Annex X to this Decision.

Article 11

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

It shall apply from 1.1.2021

Cologne, 24 June 2020

For the European Union Aviation Safety Agency
The Executive Director
Patrick KY

