

European Aviation Safety Agency

DECISION 2012/008/R OF THE EXECUTIVE DIRECTOR OF THE AGENCY

OF 6 JULY 2012

amending Decision 2003/02/RM of the Executive Director of the Agency of 17 October 2003 on Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes ('CS-25')

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to 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 referred to as the 'Basic Regulation'), and in particular Articles 18(c), 38(3)(a) and (e) thereof,

Having regard to 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, and in particular section 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 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 and Acceptable Means of Compliance, as 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 to update Certification Specifications and Acceptable Means of Compliance taking into account worldwide aircraft experience in service and scientific and technical progress.
- (4) The Agency has determined the need to enhance the cabin safety standards for large aeroplanes. The changes subject to this Amendment to CS-25 have been prepared taking benefit of FAA research into Type III exits, as well as proposed new Type B and C exits, FAA FAR Part 25 Amendments, considering lessons learnt from service experience, incorporating the safety recommendation given by the National Transportation Safety Board (NTSB) regarding oxygen mask connections. The standards are also upgraded to provide for more flexibility to the designers in terms of emergency exit arrangement and to remove inconsistencies in the current Regulation; the state-of-

¹ OJ L 79, 19.03.2008, p. 1. Regulation as last amended by Regulation (EC) No 1108/2009 of 21 October 2009 (OJ L 309, 24.11.2009, p. 51).

² OJ L 243, 27.9.2003, p. 6. Regulation as last amended by Regulation (EC) No 1194/2009 of 30 November 2009 (OJ L 321, 8.12.2009, p. 5).

³ Executive Director Decision 2003/2/RM of 17 October 2003. Decision as last amended by Executive Director Decision 2011/004/R of 27 June 2011 (CS-25 Amendment 11).

the-art in cabin safety design (escape slides, door hold-open features, assist handle) is reflected as well. Finally, harmonisation with FAR Part 25 is enhanced.

- (5) The Agency analysed large aeroplane incidents and accidents that occurred because of fuel tank low level situations or fuel starvation situations resulting in one or several engine(s) flame-out and determined that there was a need to create a new fuel indication system(s) standard in CS-25. Such new standards have been prepared through an international working group gathering expertise from the industry and aviation authorities. In addition to the primary function of indicating usable fuel quantity on board, the fuel indication system(s) provide, as early as possible, alerts and information to the flight crew to assist them in the task of managing the fuel quantity on board and managing fuel system condition(s) that, if not corrected, present a risk of engine fuel starvation.
- (6) The Agency identified the need to update some Certification Specifications, including CS-25, to be compliant with the legislation of the European Union and with Amendment 103 to ICAO Annex 8 on the progressive phasing out of Halon, which contributes to depleting the ozone layer. The Amendment of CS-25 removes all references to 'Halon' from the Book 1 so that Halon will no longer be recommended for new designs. It also provides information on the development and use of alternatives to Halon in the AMC material of Book 2, including the 'end dates' contained in the EU legislation.
- (7) The Agency, pursuant to Article 52(1)(c) of the Basic Regulation and Articles 5(3), 6 and 7(3) 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 AS FOLLOWS:

Article 1

The Annex to the Executive Director Decision 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 be published in the Official Publications of the Agency and shall enter into force on 13 July 2012.

Done at Cologne, 6 July 2012

P. GOUDOU

⁴ These CSs were developed in compliance with the 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 08-2007, 13.6.2007. However, this Decision has been amended and replaced by EASA MB 01-2012, 13.03.2012.

⁵ See NPA 2010-11 and CRD 2010-11, NPA 2011-13 and CRD 2011-13, NPA 2011-14 and CRD 2011-14; documents are available on the Agency's website, under the Rulemaking Archives page: <http://www.easa.europa.eu/rulemaking/r-archives.php>.