

Executive Director Decision

2023/021/R

of 15 December 2023

issuing the following:

Amendment 28 to the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes

'CS-25 — Amendment 28'

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

Having regard to Regulation (EU) 2018/1139¹, and in particular Articles 76(3) and 104(3)(a) thereof,

Whereas:

- (1) 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 are used by persons and organisations for the purpose of certification.
- (2) Acceptable means of compliance are non-binding standards issued by EASA, which are used by persons and organisations to show compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, or with the certification specifications and detailed specifications.
- (3) Guidance material is non-binding material issued by EASA, which helps to illustrate the meaning of delegated or implementing acts or certification specifications and detailed specifications, and which is used to support the interpretation of Regulation (EU) 2018/1139, of the delegated and implementing acts adopted on the basis thereof, and of certification specifications and detailed specifications.
- (4) With Decision 2003/2/RM of 17 October 2003, the Executive Director issued Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes (CS-25 — 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 field of aviation and update its Decisions, taking into account worldwide aviation experience and scientific and technical progress in the respective fields.

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>).

- (6) In the frame of Rulemaking Task (RMT).0673, dedicated to the regular update of CS-25, EASA identified the following items to be addressed through the amendment of CS-25 to reflect the state of the art of large aeroplane certification based on experience gathered from in-service occurrences and certification projects:
- Item 1: Ditching survivability,
 - Item 2: AMC 25.1309 System design and analysis – Development assurance and AMC 20 references,
 - Item 3: Installed systems and equipment for use by the flight crew,
 - Item 4: Performance and handling characteristics in icing conditions,
 - Item 5: Brakes and braking systems certification tests and analysis,
 - Item 6: Oxygen equipment and supply,
 - Item 7: Air conditioning ‘off’ – maximum time period,
 - Item 8: Cabin crew portable oxygen equipment.
- (7) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 6 of the EASA Rulemaking Procedure², widely consulted the interested parties on the content of this Decision, and provided thereafter a written response to the comments received through the consultation³,

HAS DECIDED:

Article 1

The Annex to this Decision is issued as Amendment 28 to the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes.

Article 2

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

Cologne, 15 December 2023

For the European Union Aviation Safety Agency

The Executive Director

Luc TYTGAT

(²) EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the ‘Rulemaking Procedure’. See MB Decision No 01-2022 of 2 May 2022 on the procedure to be applied by EASA for the issuing of opinions, certification specifications and other detailed specifications, acceptable means of compliance and guidance material (‘Rulemaking Procedure’), and repealing Management Board Decision No 18-2015 (<https://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-01-2022-rulemaking-procedure-repealing-mb>).

(³) <http://easa.europa.eu/document-library/comment-response-documents>.