

Executive Director Decision

2021/011/R

of 14 July 2021

issuing the following:

Amendment 13 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 13’

and

Amendment 4 to the Certification Specifications, Acceptable Means of Compliance and Guidance Material for Aircraft Engine Emissions and Fuel Venting (CS-34)

‘CS-34 — Amendment 4’

and

Amendment 6 to the Certification Specifications, Acceptable Means of Compliance and Guidance Material for Aircraft Noise (CS-36)

‘CS-36 — Amendment 6’

and

Issue 2 of the Certification Specifications, Acceptable Means of Compliance and Guidance Material for Aeroplane CO₂ Emissions (CS-CO₂)

‘CS-CO₂ — Issue 2’

‘Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II, and III — CAEP/11’

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 748/2012², and in particular Article 10 thereof and point 21.B.70 of Annex I (Part 21) thereto,

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>).

² Commission 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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32012R0748&qid=1622482141838>).

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) 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.
- (3) 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.
- (4) With Decision 2012/020/R of 30 October 2012³, the Executive Director issued Acceptable Means of Compliance and Guidance Material (Issue 2) to Part 21 of Regulation (EU) No 748/2012.
- (5) With Decision No. 2003/3/RM of 17 October 2003⁴, the Executive Director issued certification specifications, acceptable means of compliance and guidance material for aircraft engine emissions and fuel venting (CS-34 — Initial Issue).
- (6) With Decision No. 2003/4/RM of 17 October 2003⁵, the Executive Director issued certification specifications, acceptable means of compliance and guidance material for aircraft noise (CS-36 — Initial Issue).
- (7) With Decision 2019/016/R of 29 July 2019⁶, the Executive Director issued certification specifications, acceptable means of compliance and guidance material for Aeroplane CO₂ Emissions (CS-CO₂ — Issue 1).
- (8) 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.
- (9) Commission Delegated Regulation (EU) 2021/1087⁷ amending Article 9(2) of Regulation (EU) 2018/1139 was adopted on 7 April 2021. This amendment incorporates the environmental protection requirements contained in Amendment 13 to Volume I, in Amendment 10 to Volume II, and in Amendment 1 to Volume III, all applicable from 1 January 2021, of Annex 16 to the Chicago Convention into the European Union (EU) regulatory framework.

³ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2012020r>

⁴ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2003003rm>

⁵ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2003004rm>

⁶ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2019016r>

⁷ Commission Delegated Regulation (EU) 2021/1087 of 7 April 2021 amending Regulation (EU) 2018/1139 of the European Parliament and of the Council, as regards updating the references to the provisions of the Chicago Convention (OJ L 236, 5.7.2021, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32021R1087&qid=1625475795826>).



- (10) Commission Delegated Regulation (EU) 2021/1088⁸, amending Commission Regulation (EU) No 748/2012, was adopted on 7 April 2021. This amendment aligns the certification procedures for environmental protection with the latest amendments to Volumes I, II and III of Annex 16 to the Chicago Convention as incorporated into Regulation (EU) 2018/1139.
- (11) In view of the above, EASA has decided to amend the acceptable means of compliance and guidance material to Commission Regulation (EU) No 748/2012, as well as the related certification specifications for aircraft engine emissions, aircraft noise and aeroplane CO₂ emissions in order to support the implementation of the amendments introduced by Commission Delegated Regulation (EU) 2021/1087 and Commission Delegated Regulation (EU) 2021/1088.
- (12) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure⁹, 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 received¹⁰,

HAS DECIDED:

Article 1

Annex I to ED Decision 2012/020/R of the Executive Director of the Agency of 30 October 2012 is amended as laid down in the Annex I to this Decision.

Article 2

Annex II to this Decision is issued as Amendment 4 to the Certification Specifications for Aircraft Engine Emissions and Fuel Venting (CS-34).

Article 3

Annex III to this Decision is issued as Amendment 6 to the Certification Specifications for Aircraft Noise (CS-36).

Article 4

Annex IV to this Decision is issued as Issue 2 of the Certification Specifications for Aeroplane CO₂ Emissions (CS-CO₂).

⁸ Commission Delegated Regulation (EU) 2021/1088 of 7 April 2021 amending Regulation (EU) No 748/2012 as regards updating the references to the environmental protection requirements (OJ L 236, 5.7.2021, p. 3) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32021R1088&qid=1625475890203>).

⁹ 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>).

¹⁰ Refer to CRD to NPA 2020-06 'Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III' at <http://easa.europa.eu/document-library/comment-response-documents>



Article 5

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

It shall apply from 25 July 2021.

Cologne, 14 July 2021

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

Patrick KY

