

Executive Director Decision

2015/019/R

of 15 July 2015

amending the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes (CS-25)

'CS-25 — Amendment 17'

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EC) No 216/2008¹, and in particular Article 38(3)(a) thereof,

Having regard to Regulation (EU) No 748/2012², and in particular point 21.A.16A of Annex I (Part-21) thereof,

Whereas:

- (1) The Agency shall, pursuant to Article 18(c) of Regulation (EC) No 216/2008, issue Certification Specifications and Acceptable Means of Compliance, as well as Guidance Material, for the application of Regulation (EC) No 216/2008 and its Implementing Rules.
- (2) Certification Specifications are technical standards adopted by the Agency which indicate the means to show compliance with Regulation (EC) No 216/2008 and its Implementing Rules, and which can be used by organisations for the purpose of certification.

¹ 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).

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).



- (3) Acceptable Means of Compliance are non-binding standards adopted by the Agency which illustrate the means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules.
- (4) Guidance Material is non-binding material developed by the Agency which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EC) No 216/2008, its Implementing Rules, Certification Specifications and Acceptable Means of Compliance.
- (5) With Decision 2003/002/RM of 17 October 2003, the Executive Director adopted the Certification Specifications including Airworthiness Codes and Acceptable Means of Compliance for Large Aeroplanes (CS-25 — Initial issue).
- (6) The Agency shall, pursuant to Article 19(2) of Regulation (EC) No 216/2008, 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.
- (7) The Agency has determined that the Certification Specifications addressing High-Intensity Radiated Fields (HIRF) and lightning hazards on electrical and electronic systems need to be amended. With the increased use of critical and essential electrical/electronic systems on aircraft, coupled with the development and use of non-metallic structural materials that are more 'transparent' to electromagnetic radiation and have low electrical conductivity, it has been recognised for many years that HIRF and lightning standards must be enhanced to counter the growing threat. Certification Review Items (CRIs) have been raised by the Agency to introduce Special Conditions (SCs) and Interpretative Material (IM) based on Joint Aviation Authorities (JAA) interim policies. Therefore, the Agency proposed through NPA 2014-16 'High-intensity radiated fields (HIRF) and lightning' (rulemaking task RMT.0223 (MDM.024) & RMT.0224 (MDM.025)) the introduction of new CS-25 provisions for the protection against HIRF and lightning, as well as two corresponding new AMC-20 series related to the new requirements.
- (8) In the frame of rulemaking task RMT.0500 on the regular update of CS-25, the Agency proposed to amend CS-25 based on the selection of non-complex, non-controversial, and mature subjects. Such subjects included the amendment and creation of several AMCs related to the cabin safety domain, the creation of a new security rule and AMC for chemical oxygen generators, and the creation of two new appendices to AMC 25-11 dealing with head-up displays and weather displays.
- (9) The Agency, pursuant to Article 52(1)(c) of Regulation (EC) No 216/2008 and Articles 5(3), 6 and 7 of the Agency's Rulemaking Procedure³, 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 received⁴,

³ EASA MB Decision 01-2012 of 13 March 2012 amending and replacing Decision 08-2007 concerning the procedure to be applied by the Agency for the issuing of Opinions, Certification Specifications and Guidance Material ('Rulemaking Procedure') (<https://www.easa.europa.eu/the-agency/governance/management-board/decisions>).

⁴ Refer to NPA 2013-11 and NPA 2014-16 at <http://easa.europa.eu/document-library/notices-of-proposed-amendment>, and to CRD to NPA 2013-11 and CRD to NPA 2014-16 at <http://easa.europa.eu/document-library/comment-response-documents>.



HAS DECIDED:

Article 1

The Annex to this Decision is adopted as Amendment 17 to the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes (CS-25).

Article 2

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

Done at Cologne, on 15 July 2015.

*For the European Aviation Safety Agency
The Executive Director*

Patrick KY

