

Executive Director Decision

2025/003/R

of 8 April 2025

issuing the following:

Amendment 8 to the Certification Specifications and Acceptable Means of Compliance for Engines (CS-E)

‘CS-E – Amendment 8’

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

Having regard to Regulation (EU) 2018/1139,¹ and in particular Articles 76(3) and 104(3)(a) thereof,

Whereas:

- (1) Certification specifications (CSs) are non-binding technical standards issued by EASA, which indicate the means to demonstrate compliance with Regulation (EU) 2018/1139 and with the delegated and implementing acts adopted on the basis thereof, and are used by persons and organisations for the purpose of certification.
- (2) Detailed specifications (DSs) are non-binding standards issued by EASA for the purpose of implementing Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof.
- (3) Acceptable means of compliance (AMC) are non-binding standards issued by EASA, which are used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and with the delegated and implementing acts adopted on the basis thereof, or with the CSs and DSs.
- (4) Guidance material is non-binding material issued by EASA, which helps to illustrate the meaning of delegated or implementing acts or CSs and DSs, and is used to support the interpretation of Regulation (EU) 2018/1139, the delegated and implementing acts adopted on the basis thereof, and CSs and DSs.
- (5) With Decision 2003/009/RM of 24 October 2003, the Executive Director issued Certification Specifications and Acceptable Means of Compliance for Engines (CS-E).

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) (<http://data.europa.eu/eli/reg/2018/1139/oj>).

- (6) 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.

In the frame of Rulemaking Task 0180, EASA identified the need to update engine certification test requirements, taking into account modern engine design characteristics and experience gathered from previous engine certification projects. CS-E is amended to create provisions for an alternate endurance test that may be used for turbofan engines, and for a new test requirement for substantiation of turbine engines' initial maintenance programmes. For piston engines, acceptable means of compliance are created to support the substantiation of a time between overhauls or a time between replacements.

- (7) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 6 of the EASA rulemaking procedure,² widely consulted the interested parties on the content of this decision, and provided thereafter a written response to the comments received through the consultation.³

HAS DECIDED:

Article 1

The annex to this Decision is issued as Amendment 8 to CS-E.

Article 2

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

Cologne, 8 April 2025

For the European Union Aviation Safety Agency

The Executive Director

Florian GUILLERMET

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 MB Decision No 18-2015 (<https://www.easa.europa.eu/en/the-agency/management-board/decisions/easa-mb-decision-no-01-2022-rulemaking-procedure-repealing-mb>).

³ <https://www.easa.europa.eu/en/document-library/comment-response-documents>.

