

# Executive Director Decision

**2020/001/R**

**of 10 January 2020**

## **amending the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes**

### **'CS-25 — Amendment 24'**

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

Having regard to Regulation (EU) 2018/1139<sup>1</sup>, and in particular Article 104(3)(a) thereof,

Having regard to Regulation (EU) No 748/2012<sup>2</sup>, in particular point 21.A.16A of Annex I (Part 21) thereto,

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) 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 can be used by organisations for the purpose of certification.

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<sup>1</sup> 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>).

<sup>2</sup> 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/?qid=1557922660928&uri=CELEX:32012R0748>).

- (3) 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, or with the certification specifications.
- (4) With Decision No. 2003/2/RM of 17 October 2003, the Executive Director issued certification specifications, including airworthiness codes 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.
- (6) Runway excursion during landing is identified as a major contributor to accidents involving large aeroplanes, in particular for aeroplanes operated in commercial air transport (CAT). It is one of the two highest key risk areas based on an analysis of occurrence data taking into account the frequency of occurrence, and the risk score from the European Risk Classification Scheme (ERCS) for large aeroplanes in CAT airlines and Non-Commercial Complex (NCC)-Business operations (EASA Annual Safety Review 2018 and 2019).

CS-25 shall therefore be amended to require that new large aeroplane designs are equipped with a runway overrun awareness and alerting system (ROAAS). Such system can significantly contribute to reducing the number of runway excursions, in particular those that occur during landing.

- (7) EASA has also identified the need to amend CS-25 in order to clarify and standardise the specific risk and the criteria used for conducting aeroplane-level safety assessments of critical systems, as well as the specifications for flight control systems and aeroelastic stability. These changes have taken into account the recommendations that were made by harmonisation working groups of experts in the past years, as well as the experience gathered by EASA from the certification projects of large aeroplanes.
- (8) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure<sup>3</sup>, 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 received<sup>4</sup>,

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<sup>3</sup> 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>).

<sup>4</sup> NPA 2014-02 and 2018-12 are available on the EASA website under <https://www.easa.europa.eu/document-library/notices-of-proposed-amendment>  
CRD 2014-02 and 2018-12 are available on the EASA website under <http://easa.europa.eu/document-library/comment-response-documents>



HAS DECIDED:

***Article 1***

The Annex to this Decision is issued as Amendment 24 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 EASA.

Cologne, 10 January 2020

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

Patrick KY

