

## Executive Director Decision

**2021/015/R**

**of 24 November 2021**

**issuing the following:**

**Amendment 27 to the Certification Specifications and Acceptable Means of Compliance  
for Large Aeroplanes**

**‘CS-25 — Amendment 27’**

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>, and in particular point 21.B.70 of Annex I (Part 21) thereto,

Whereas:

- (1) EASA shall, pursuant to Article 76(3) of Regulation (EU) 2018/1139, issue certification specifications (CSs) and acceptable means of compliance (AMC), as well as guidance material (GM), for the application of Regulation (EU) 2018/1139 and of the delegated and implementing acts adopted on the basis thereof.
- (2) 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 which can be used by persons and organisations for the purpose of certification.
- (3) Acceptable means of compliance (AMC) are non-binding standards issued by EASA, which may be used by persons and organisations to show compliance with Regulation (EU) 2018/1139 and

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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=%201557922660928&uri=CELEX:32012R0748>).

with the delegated and implementing acts adopted on the basis thereof, or with the certification specifications (CSs).

- (4) With Decision No. 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.
- Commission Implementing Regulation (EU) 2019/1387<sup>3</sup> amending Regulation (EU) No 965/2012 ('Air OPS Regulation')<sup>4</sup> was published on 5 September 2019 'as regards requirements for aeroplane landing performance calculations and the standards for assessing the runway surface conditions'. CS-25 is therefore amended to support the implementation of the Air OPS Regulation as amended by Regulation (EU) 2019/1387. This CS-25 amendment incorporates the applicable International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs) on aeroplane performance assessment, and introduces ICAO-harmonised descriptions of runway surface conditions.
  - To increase the efficiency of the rulemaking process, EASA issues regular updates of CS-25 after selecting non-complex, non-controversial, and mature items. Under Rulemaking Task (RMT).0673, EASA identified the following items:
    - Item 1 — Update references in the correlation table of AMC 25 Subpart H;
    - Item 2 — Turbopropeller vibrations: address two safety recommendations (SRs);
    - Item 3 — Fabrication methods: address the increasing use of new materials and new technologies for integrated material processes;
    - Item 4 — Windshield systems: ensure that failure conditions that may have structural effects are properly addressed; and
    - Item 5 — Cabin safety: recognise the acceptability of Federal Aviation Administration (FAA) Advisory Circular (AC) 25-17A 'Transport Airplane Cabin Interiors Crashworthiness Handbook'.
- (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>5</sup>, widely consulted the interested parties on the content of this

<sup>3</sup> Commission Implementing Regulation (EU) 2019/1387 of 1 August 2019 amending Regulation (EU) No 965/2012 as regards requirements for aeroplane landing performance calculations and the standards for assessing the runway surface conditions, update on certain aircraft safety equipment and requirements and operations without holding an extended range operational approval (OJ L 229, 5.9.2019, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32019R1387&qid=1633362678577>).

<sup>4</sup> Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32012R0965&qid=1633418072782>).

<sup>5</sup> 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 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).



Decision, and provided thereafter a written response to the comments received through the consultation<sup>6</sup>,

HAS DECIDED:

***Article 1***

The Annex to this Decision is issued as Amendment 27 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, 24 November 2021

*For the European Union Aviation Safety Agency*

*The Executive Director*

Patrick KY

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<sup>6</sup> <http://easa.europa.eu/document-library/comment-response-documents>

