

Executive Director Decision

2015/008/R

of 12 March 2015

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

'CS-25 — Amendment 16'

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, in particular paragraph 21.A.16A of the Annex (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.
- (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.

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.1-85).



- (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 Certification Specifications 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) Large aeroplanes operating in icing conditions can encounter environmental conditions which are not, or only partially, addressed by the current CS-25 provisions. Supercooled Large Drop (SLD) icing conditions (also called Freezing Drizzle and Freezing Rain), Ice Crystals and Mixed Phase icing conditions, as well as ground Freezing Fog, have been identified as causal factors in accidents or incidents to large aeroplanes.
- (8) Other weather conditions have been at the origin of incidents. Snow encountered in flight is identified as a power interruption threat for some turbine engines and auxiliary power units (APUs) air intake configurations. Heavy rain conditions have created malfunctions of some flight instrument external probes (Pitot tubes used by airspeed indication systems).
- (9) The need to upgrade certification specifications and acceptable means of compliance of large aeroplanes for flight in icing conditions has been recognized by the aviation community already before the creation of the Agency. For this purpose, an Aviation Rulemaking Advisory Committee (ARAC) was tasked by the United States Federal Aviation Administration (FAA) in December 1997, through its Ice Protection Harmonization Working Group (IPHWG). The IPHWG, to which some European stakeholders from industry and authorities participated, issued its final report and recommendations in June 2009 (task 2 report including phase IV review). The Agency then reviewed the IPHWG report and, in 2010, initiated a rulemaking task RMT.0058 (previously named 25.058) taking into account the recommendations of the IPHWG, in cooperation with the FAA. When drafting its proposal to amend CS-25, the Agency also considered the previous interim measures taken by itself and by national aviation authorities (e.g. interim certifications policies, airworthiness directives), state of the art research programs related to the domain, and its own and most recent experience in the field of icing environment related issues, as well as for other weather conditions.
- (10) The outcome of rulemaking task RMT.0058 confirmed the need to amend CS-25 to: a) introduce new environmental conditions along with a set of amended or new specifications requiring the applicant to demonstrate that the aeroplane or its engines and equipment will safely operate after encountering any of the defined conditions; and b) provide new or revised acceptable means of compliance and guidance material supporting the demonstration of compliance with the new requirements.



- (11) 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.

HAS DECIDED:

Article 1

The Annex to this Decision is adopted as Amendment 16 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 12 March 2015

*For the European Aviation Safety Agency
The Executive Director*

Patrick KY

³ EASA MB Decision No 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 2011-03, NPA 2012-22 (<http://easa.europa.eu/document-library/notices-of-proposed-amendment>), CRD to NPA 2011-03 and CRD to NPA 2012-22 (<http://easa.europa.eu/document-library/comment-response-documents>).

