

European Aviation Safety Agency

**DECISION 2013/033/R
OF THE EXECUTIVE DIRECTOR OF THE AGENCY**

of 19 December 2013

**amending Decision 2003/002/RM of the Executive Director of the Agency
of 17 October 2003**

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

'CS-25 Amendment 14'

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EC) No 216/2008 (hereinafter referred to as the 'Basic Regulation')¹, and in particular Articles 18(c), 38(3)(a) and 38(3)(e) thereof,

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

Whereas:

- (1) The Executive Director issued Certification Specifications including Airworthiness Codes and Acceptable Means of Compliance for Large Aeroplanes (CS-25) in the Annex to Executive Director Decision 2003/002/RM of 17 October 2003 (Initial Issue)³.
- (2) The Agency shall, pursuant to Article 18 of the Basic Regulation, issue Certification Specifications and Acceptable Means of Compliance, as well as Guidance Material, for the application of the Basic Regulation and its Implementing Rules.
- (3) The Agency shall, pursuant to Article 19(2) of the Basic Regulation, reflect the state of the art and the best practices in the fields concerned and update Certification Specifications and Acceptable Means of Compliance taking into account worldwide aircraft experience in service, and scientific and technical progress.

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), as last amended by Commission Regulation (EU) No 6/2013 of 8 January 2013 (OJ L 4, 9.1.2013, p. 34).

² 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).

³ Executive Director Decision 2003/002/RM of 17 October 2003 as last amended by Executive Director Decision 2013/010/R of 14 June 2013 (CS-25 Amendment 13).

- (4) Aeroplanes are subject to damage by various objects or debris impacts while in service. Among this variety of debris and objects encountered, debris originating from tyre and wheel failure, engine failure (low energy and small fragments) and runway debris are of particular concern, as they have been factors in a number of accidents and serious incidents. In the past, the JAA Safety Strategy Initiative (JSSI) had identified the issue of protection from tyre/wheel debris impact as a significant safety issue, and this item was confirmed as part of the European Aviation Safety Plan (EASp) (item AER4.1).

An analysis of available accidents and incidents data, together with a review of previous certification standards, have permitted to introduce an upgrade of CS-25 Certification Specifications and Acceptable Means of Compliance for protection of large aeroplanes against some categories of threats: tyre and wheel failure (debris, burst pressure effect), small engine debris, and runway debris.

- (5) The Agency, pursuant to Article 52(1)(c) of the Basic Regulation and Articles 5(3), 6 and 7(2) of the Rulemaking Procedure⁴, 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 received⁵.

HAS DECIDED:

Article 1

The Annex to the Executive Director Decision 2003/002/RM of 17 October 2003 containing the Certification Specifications and Acceptable Means of Compliance applicable to Large Aeroplanes (CS-25) is replaced by the Annex to this Decision (CS-25 Amendment 14).

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 19 December 2013.

*For the European Aviation Safety Agency
The Executive Director
Patrick Ky*

⁴ Management Board Decision No 01/2012 amending and replacing Management Board Decision No 08/2007 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material ('Rulemaking Procedure').

⁵ Refer to *CRD to NPA 2013-02* on the Agency's website at:
<http://www.easa.eu.int/rulemaking/comment-response-documents-CRDs-and-review-groups.php>