ED Decision 2009/010/R
26/06/2009

European Aviation Safety Agency

DECISION N° 2009/010/R
OF THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY
OF 26 JUNE 2009

amending Decision No. 2003/02/RM of the Executive Director of the Agency of 17 October 2003

on
Certification Specifications, including Airworthiness Codes and Acceptable Means of Compliance, for Large Aeroplanes (« CS-25 »)

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,


Whereas:

(1) The Executive Director issued certification specifications including airworthiness code and acceptable means of compliance, for large aeroplanes (« CS-25 ») in the Annex to Executive Director Decision No 2003/2/RM of 17 October 2003 (Initial Issue).³

(2) The Agency shall, pursuant to Article 18 of the Basic Regulation, issue certification specifications, including airworthiness codes and acceptable means of compliance, as well as guidance material for the application of the Basic Regulation and its implementing rules.

3 Executive Director Decision No 2003/2/RM of 17 October 2003 as last amended by Executive Director Decision 2008/006/R of 29 August 2008 (CS-25 Amendment 5).
The Agency is obliged, pursuant to Article 19 of the Basic Regulation to reflect the state of the art and the best practices in the fields concerned and update certification specifications taking into account world wide aircraft experience in service, and scientific and technical progress.

The Agency, further to incidents/accidents in which flammability characteristics of thermal/acoustic insulation material have been a contributing factor, has decided to upgrade the standard of those materials installed in the fuselage of large aeroplanes. Updated CS-25 specifications in line with FAR 25 requirements are then introduced to improve the resistance of insulation material to flame propagation and to flame penetration.

The Agency, subsequent to publication of NPA 16/2004 (Flight in Icing Conditions) in CS-25 Amendment 4, were made aware of the possibility of an aeroplane encountering a hazardous situation during the landing phase of flight in icing conditions. The text of CS-25 is amended to provide an adequate manoeuvring margin from the stall for the crew to recover the aeroplane to safe controlled flight without significant loss of height.

The Agency, further to the fuel tank explosion accidents which occurred in the recent years, has determined the need to improve Certification Specifications for Large Aeroplanes in order to mitigate the risk of fuel tank explosion. To complement the existing CS-25 specifications on fuel tank ignition prevention, some requirements are introduced to address fuel tank flammability exposure.

The Agency, pursuant to Article 52(1)(c) of the Basic Regulation and articles 5(3), 6 and 7(2) of the Rulemaking Procedure, 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 received.

HAS DECIDED:

Article 1

The Annex to the Executive Director Decision No 2003/2/RM of 17 October 2003 containing the certification specifications, including airworthiness code and acceptable means of compliance, applicable to Large Aeroplanes (« CS-25 ») is replaced by the Annex to this Decision.

Article 2

This decision shall enter into force on 6th July 2009. It shall be published in the Official Publication of the Agency.

Done in Cologne, on 26 June 2009.

P. GOUDOU

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4 Management Board Decision concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material (Rulemaking Procedure), EASA MB/08/07, 13.6.2007.