

Executive Director Decision

2018/010/R

of 5 November 2018

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

'CS-25 – Amendment 22'

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EU) 2018/1139¹, and in particular Article 104(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) 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 its implementing rules.
- (2) Certification specifications are non-binding technical standards adopted by EASA that indicate the means to demonstrate compliance with Regulation (EU) 2018/1139 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 EASA that may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139, and its implementing rules, or with the certification specifications; when acceptable means of compliance are followed, the related requirements of the implementing rules or the certification specifications are met.
- (4) With Decision 2003/002/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 in its decisions, and take into account worldwide aviation experience and scientific and technical progress in the respective fields.

¹ 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>)

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).

- (6) Service experience and occurrence investigations show that, regardless of training, some pilots of large aeroplanes used in commercial air transport make inadvertent and erroneous rudder control inputs. Some pilots may also misunderstand what the manoeuvring speed is and the extent of structural protection that exists when an aeroplane is operated at speeds below its manoeuvring speed.
- Applying inappropriate rudder control (e.g. pedal) inputs, in particular pedal reversals, may create structural loads that exceed the limit loads or even the ultimate loads. The worst-case scenario is the failure of part of the primary structure and/or the flight controls, which can lead to a catastrophic loss of control of the aeroplane.
- (7) In order to mitigate the safety risk stemming from the above mentioned issue, new certification specifications and acceptable means of compliance are introduced into CS-25 to ensure that large aeroplanes:
- a. are designed such that the structure is adequately protected from the loads created by rudder control reversals; to this end, new yaw manoeuvre load conditions are specified; and
 - b. have statement(s) included in the limitations section of the aeroplane flight manual (AFM) to recommend to the flight crew that they should avoid large and rapid alternating control inputs, including such inputs below the manoeuvring speed.
- (8) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure³, 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 received⁴,

HAS DECIDED:

Article 1

The Annex to this Decision is issued as Amendment 22 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 EASA.

Cologne, 5 November 2018

For the European Aviation Safety Agency

The Executive Director

Patrick KY

³ 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>)

⁴ NPA 2017-18 is available on EASA Website here: <https://www.easa.europa.eu/document-library/notices-of-proposed-amendment>
CRD 2017-18 is available on EASA Website here: <http://easa.europa.eu/document-library/comment-response-documents>

