

CS-E AMENDMENT 6 — CHANGE INFORMATION

EASA publishes amendments to the Certification Specifications for Engines (CS-E) as consolidated documents. These documents are used for establishing the certification basis for applications made after the date of entry into force of the applicable amendment.

Consequently, except for a note '[Amdt No: E/6]' under the amended paragraph, the consolidated text of CS-E does not allow readers to see the detailed changes that have been introduced compared to the previous amendment. To allow readers to also see these detailed changes, this document has been created. The same format as for the publication of notices of proposed amendments (NPAs) is used to show the changes:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in blue;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

SUBPART A — GENERAL

CS-E 20 is amended as follows:

CS-E 20 Engine Configuration and Interfaces

- (d) Manuals must be provided containing instructions for installing and operating the Engine. These instructions must contain a definition of the physical and functional interfaces with the aircraft and aircraft equipment. They must also include a description of the Primary and all Alternate Modes, and any Back-up System, together with any associated limitations, of the Engine Control System and its interface with the aircraft systems, including the Propeller when applicable. **Manuals must also include interface security requirements, when necessary.**

[...]

CS-E 25 is amended as follows:

CS-E 25 Instructions for Continued Airworthiness

[...]

- (c) The following information must be considered, as appropriate, for inclusion into the manual(s) required by CS-E 25(a).

(1) [...]

[...]

(13) Instructions applicable to information system security protection as required by CS-E 50(l).

CS-E 50 is amended as follows:

CS-E 50 Engine Control System

[...]

(l) *Information System Security Protection.*

Engine Control Systems, including networks, software and data, must be designed and installed so that they are protected from intentional unauthorised electronic interactions (IUEIs) that may result in adverse effects on the safety of the aircraft. The security risks and vulnerabilities must be identified, assessed, and mitigated as necessary. The applicant must make procedures and Instructions for Continued Airworthiness (ICA) available that ensure that the security protections of the Engine controls are maintained.

AMC to CS-E 50(I) is inserted as follows:

AMC to CS-E 50(I) Information system security protection

For Engine Control Systems, AMC 20-42 provides acceptable means, guidance and methods to address CS-E 50(I), with special consideration given to any external interfaces of the Engine and the interfaces between the aircraft and the Engine, if applicable. In particular, specific cases of intentional unauthorised electronic interactions (IUEIs) that could potentially have similar effects on all the Engine Control Systems of an aircraft should be taken into account in the security risk assessment, and not just any interactions that could only have an adverse effect on a single Engine.