

## Executive Director Decision

**2023/020/R**

**of**

**issuing the following:**

**Amendment 7 to the Certification Specifications and Acceptable Means of Compliance for Engines (CS-E)**

**'CS-E — Amendment 7'**

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

Having regard to Regulation (EU) 2018/1139<sup>1</sup>, and in particular Articles 76(3) and 104(3)(a) thereof,

Whereas:

- (1) Certification specifications are non-binding technical standards issued by EASA, which indicate the means to demonstrate compliance with Regulation (EU) 2018/1139 and with the delegated and implementing acts adopted on the basis thereof, and which are used by persons and organisations for the purpose of certification.
- (2) Acceptable means of compliance are non-binding standards issued by EASA, which are used by persons and organisations to show compliance with Regulation (EU) 2018/1139 and with the delegated and implementing acts adopted on the basis thereof, or with the certification specifications and detailed specifications.
- (3) Guidance material is non-binding material issued by EASA, which helps to illustrate the meaning of delegated or implementing acts or certification specifications and detailed specifications, and which is used to support the interpretation of Regulation (EU) 2018/1139, of the delegated and implementing acts adopted on the basis thereof, and of certification specifications and detailed specifications.
- (4) With Decision 2003/009/RM of 24 October 2003, the Executive Director issued Certification Specifications and Acceptable Means of Compliance for Engines (CS-E).
- (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 and update its Decisions, taking into account worldwide aviation experience and scientific and technical progress in the respective fields.

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<sup>1</sup> 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>).

- (6) In the frame of Rulemaking Task (RMT).0184 on Regular update of CS-E, EASA identified the need to improve the certification of turbine engines to better assess and mitigate the potential hazards from blade failures, especially by better integrating the analysis and identification of the potential threats to the aircraft on which the engine is to be installed. CS-E is therefore amended to ensure a more robust certification process and decrease the risk of substantial aircraft damage and fatalities.
- (7) In addition, EASA identified the need to reflect the state of the art of engine certification, improve the harmonisation of CS-E with the Federal Aviation Administration (FAA) regulations, and make some editorial corrections. To that end, CS-E is amended in the following areas: assumptions — oil consumption, instrument provisions, piston engine failure analysis, approval of engine use with a thrust reverser, fuel specifications for compression-ignition piston engines, ice protection, damage tolerance of critical parts, and engine critical parts — static pressure loaded parts.
- (8) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 6 of the EASA Rulemaking Procedure<sup>2</sup>, widely consulted the interested parties on the content of this Decision, and provided thereafter a written response to the comments received through the consultation<sup>3</sup>,

HAS DECIDED:

### **Article 1**

The Annex to this Decision is issued as Amendment 7 to the Certification Specifications and Acceptable Means of Compliance for Engines (CS-E).

### **Article 2**

This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.

Cologne, 15 December 2023

*For the European Union Aviation Safety Agency  
The Acting Executive Director*

Luc TYTGAT

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<sup>2</sup> EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 01-2022 of 2 May 2022 on the procedure to be applied by EASA for the issuing of opinions, certification specifications and other detailed specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure'), and repealing Management Board Decision No 18-2015 (<https://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-01-2022-rulemaking-procedure-repealing-mb>).

<sup>3</sup> <http://easa.europa.eu/document-library/comment-response-documents>