

Executive Director Decision

2022/019/R

of 8 September 2022

issuing the following:

**Issue 4 of the Certification Specifications and Guidance Material for Additional
airworthiness specifications for operations**

'CS-26 — Issue 4'

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***'Large aeroplane tyre pressure monitoring' | 'Helicopter ditching and water impact occupant
survivability'***

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

Having regard to Regulation (EU) 2018/1139¹, 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 the delegated and implementing acts adopted on the basis thereof, and which are used by persons and organisations for the purpose of certification.
- (2) 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.
- (3) With Decision 2015/013/R of 8 May 2015, the Executive Director issued certification specifications and guidance material for additional airworthiness specifications for operations (CS-26 — Issue 1).
- (4) 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.

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>).

- (5) Commission Implementing Regulation (EU) 2022/1254², adopted on 19 July 2022, amended Commission Regulation (EU) 2015/640³. It introduced additional airworthiness requirements that require large aeroplane operators to minimise the risk of a tyre being below its minimum serviceable inflation pressure during operation.
- (6) Commission Implementing Regulation (EU) 2022/1254 introduced as well additional airworthiness requirements that are applicable to operators of helicopters that conduct operations over water for extended periods of time. These additional airworthiness requirements aim at improving the likelihood of survivability of occupants as a result of a ditching or a survivable water impact event.
- (7) This Decision contains certification specifications and guidance material (CS-26) that provide the standard means to show compliance with these new requirements.
- (8) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 6 of the EASA Rulemaking Procedure⁴, widely consulted the interested parties on the content of this Decision, and provided thereafter a written response to the comments received through the consultation⁵.

HAS DECIDED:

Article 1

Annex I to this Decision is issued as Issue 4 of the Certification Specifications and Guidance Material for additional airworthiness specifications for operations (CS-26).

Article 2

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

Cologne, 8 September 2022

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

Patrick KY

² Commission Implementing Regulation (EU) 2022/1254 of 19 July 2022 amending Regulation (EU) 2015/640 as regards the introduction of new additional airworthiness requirements (OJ L 191, 20.7.2022, p. 47–57)

³ Commission Regulation (EU) 2015/640 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012 (OJ L 106, 24.4.2015, p. 18) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0640&qid=1606307017202>).

⁴ 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>).

⁵ <https://www.easa.europa.eu/document-library/comment-response-documents/crd-2020-05>
<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2020-16>

