

## Executive Director Decision

**2024/010/R**

**of 2 December 2024**

**issuing the following:**

**Issue 5 of the Certification Specifications and Guidance Material  
for additional airworthiness specifications for operations**

**‘CS-26 — Issue 5’**

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***‘Helicopter crash-resistant fuel systems’  
‘Information on cargo compartment fire protection capabilities’***

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) 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).

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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>).

- (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.
- (5) Commission Implementing Regulation (EU) 2024/2954<sup>2</sup>, adopted on 29 November 2024, amended Commission Regulation (EU) 2015/640<sup>3</sup>. It introduced additional airworthiness requirements that require helicopter operators to ensure that the likelihood of a post-crash fire is minimised as far as practicable in the design of the fuel system, and the design approval holder to make available information on design characteristics associated with the cargo compartment fire protection capabilities of aeroplanes and helicopters to all known operators of such aircraft.
- (6) In addition, Commission Implementing Regulation (EU) 2024/2954 amended some existing requirements related to ageing aeroplane structures for clarification.
- (7) This Decision introduces certification specifications that provide means to show compliance with the new requirements and related guidance material. It also amends some existing certification specifications and guidance material for consistency with the amended existing requirements.
- (8) Regarding the helicopter crash-resistant fuel systems, EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 6 of the EASA Rulemaking Procedure<sup>4</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>5</sup>.
- (9) Regarding the information on cargo compartment fire protection capabilities, EASA pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 6 of the EASA Rulemaking Procedure<sup>6</sup>, consulted its Advisory Bodies (ABs) on the content of this Decision and considered the comments received,

HAS DECIDED:

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<sup>2</sup> [Implementing regulation - EU - 2024/2954 - EN - EUR-Lex](#)

<sup>3</sup> 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) (<http://data.europa.eu/eli/reg/2015/640/oj>).

<sup>4</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>5</sup> <http://easa.europa.eu/document-library/comment-response-documents>

<sup>6</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>).

**Article 1**

The Annex to this Decision is issued as Issue 5 of the Certification Specifications for 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.

It shall apply from 22 December 2024.

Cologne, 2 December 2024

*For the European Union Aviation Safety Agency*

*The Executive Director*

Florian GUILLERMET

