



## CS-26 Issue 4

# Large aeroplane tyre pressure monitoring Helicopter ditching and water impact occupant survivability

RELATED NPA/CRD: 2020-05 & OPINION No 01/2022 — RMT.0586  
RELATED NPA/CRD: 2020-16 & OPINION No 01/2022 — RMT.0120 (27&29.008)

### EXECUTIVE SUMMARY

Commission Implementing Regulation (EU) 2022/1254 was adopted on 19 July 2022.

This Regulation amends Annex I (Part-26) to Commission Regulation (EU) 2015/640 ‘Additional airworthiness specifications for operations’ with respect to the following two topics that EASA proposed through Opinion No 01/2022:

1. Large aeroplane tyre pressure monitoring (RMT.0586);
2. Helicopter ditching and water impact occupant survivability (RMT.0120).

The objective of this Decision is to support the application of the amendments introduced into Part-26 by providing the means to comply with them as well as the related guidance material. In order to achieve this objective, this Decision amends CS-26.

<b>Domain:</b>	Design and production (RMT.0586)   Rotorcraft (RMT.120)		
<b>Related rules:</b>	CS-26		
<b>Affected stakeholders:</b>	Rotorcraft and large aeroplane operators, design approval holders, and maintenance organisations		
<b>Driver:</b>	Safety	<b>Rulemaking group:</b>	Yes
<b>Impact assessment:</b>	Yes		

### EASA rulemaking procedure milestones

Start Terms of Reference	Public Consultation	Proposal to the Commission Opinion	Adoption by Commission Implementing act	Decision Certification Specifications, Acceptable Means of Compliance, Guidance Material
RMT.0586 30.5.2017	5.5.2020	7.2.2022	19.7.2022	8.9.2022
RMT.0120 24.10.2012	23.12.2020			



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## 1. About this Decision

The European Union Aviation Safety Agency (EASA) developed this Decision in line with Regulation (EU) 2018/1139<sup>1</sup> (the ‘Basic Regulation’) and the Rulemaking Procedure<sup>2</sup>.

Rulemaking Tasks (RMTs).0586 and 0120 are included in Volume II of the European Plan for Aviation Safety (EPAS) for 2022-2026<sup>3</sup>. The scope and timescales of the tasks were defined in the related Terms of Reference (ToR)<sup>4,5</sup>.

The draft text of this Decision has been developed by EASA based on the input of Rulemaking Groups (RMGs) RMT.0586 and RMT.0120. All the interested parties were consulted through Notices of Proposed Amendment (NPAs) 2020-05 (RMT.0586)<sup>6</sup> and 2020-16 (RMT.0120)<sup>7</sup>, and comments were received from all the interested parties, including industry and national competent authorities (NCAs).

The following Table 1 provides an overview of the comments received on the related NPA public consultations and the related EASA responses leading to this Decision:

NPA	Related RMT	# of comments received	Related CRD reference
NPA 2020-05	0586	104	CRD 2020-05
NPA 2020-16	0120	70	CRD 2020-16

**Table 1**

EASA has addressed and responded to the comments received on the NPAs. The comments received and EASA’s responses to them are presented in Comment-Response Documents (CRDs) 2020-05<sup>8</sup> and 2020-16<sup>9</sup>.

<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>).

<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-no-01-2022-rulemaking-procedure-repealing-mb>).

<sup>3</sup> <https://www.easa.europa.eu/document-library/general-publications/european-plan-aviation-safety-2022-2026>

<sup>4</sup> ToR RMT.0586 ‘Tyre pressure monitoring system’ Issue 1 (<https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0586>).

<sup>5</sup> ToR RMT.0120 (27&29.008) ‘Ditching Occupant Survivability’ Issue 1 (<https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0120-2729008>).

<sup>6</sup> NPA 2020-05 ‘Tyre pressure monitoring’ (<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-05>).

<sup>7</sup> NPA 2020-16 ‘Helicopter ditching and water impact occupant survivability’ (<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-16>).

<sup>8</sup> <https://www.easa.europa.eu/document-library/comment-response-documents/crd-2020-05>

<sup>9</sup> <https://www.easa.europa.eu/document-library/comment-response-documents/crd-2020-16>



Taking into consideration the comments received, EASA developed and submitted its proposals for the amendment of Part-26 to the European Commission, through Opinion No 01/2022<sup>10</sup> on 7 February 2022, leading to the adoption of Commission Implementing Regulation (EU) 2022/1254<sup>11</sup>.

In parallel, EASA has developed, taking into consideration the comments received during the public consultations mentioned above, the final text of this Decision, with the certification specifications (CSs), and guidance material (GM) supporting the application of the amendments introduced by Commission Implementing Regulation (EU) 2022/1254.

The major milestones of this RMT are presented on the title page.

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<sup>10</sup> [Opinion No 01/2022 - Large aeroplane tyre pressure monitoring | Helicopter ditching and water impact occupant survivability | Conversion of Class D compartments | EASA \(europa.eu\)](#)

<sup>11</sup> 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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R1254>).



## 2. In summary — why and what

### 2.1. Why we need to amend CS-26

Commission Implementing Regulation (EU) 2022/1254 was adopted on 19 July 2022.

This Regulation amends Annex I (Part-26) to Commission Regulation (EU) 2015/640<sup>12</sup> ‘Additional airworthiness specifications for operations’ with respect to the following two topics that EASA proposed through Opinion No 01/2022:

- Large aeroplane tyre pressure monitoring (RMT.0586);
- Helicopter ditching and water impact occupant survivability (RMT.0120).

CS-26 needs to be amended in order to provide the means for showing compliance with the new requirements that have been introduced.

### 2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This Decision will contribute to achieving the overall objectives by addressing the issue outlined in Section 2.1.

The objective of this Decision is to support the application of the amendments introduced into Part-26.

### 2.3. How we want to achieve it — overview of the amendments

This Decision introduces new provisions into CS-26, in particular:

#### **Tyre pressure monitoring (RMT.0586)**

The new *CS 26.201 Tyre inflation pressure* paragraph provides a means for showing compliance with the requirement for large aeroplanes to minimise the risk that a tyre is below its minimum serviceable inflation pressure during operation.

#### **Helicopter ditching and water impact occupant survivability (RMT.0120)**

The following new CS-26 paragraphs provide means for showing compliance with the requirements applicable to helicopters that are operated over water for extended periods of time, to improve the likelihood of survivability of occupants in case of a ditching or a survivable water impact event:

CS 26.410 Emergency controls operated underwater,

CS 26.415 Underwater emergency exits,

CS 26.420 Flight over water emergency equipment,

CS 26.425 Provision of substantiated sea conditions,

CS 26.430 Emergency flotation system resistance to damage,

CS 26.431 Determination of the robustness of emergency flotation system designs,

CS 26.435 Automatic deployment of an emergency flotation system.

<sup>12</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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0640&qid=1606307017202>).

Also, the following guidance material is provided:

GM1 26.415(b) Underwater emergency exits,

GM1 26.415(c) Underwater emergency exits,

GM1 26.415(d) Underwater emergency exits,

GM1 26.420(a) Flight over water emergency equipment,

GM1 26.420(c) Flight over water emergency equipment,

GM1 26.431 Determination of the robustness of emergency flotation system designs,

GM1 26.435(b) Automatic deployment of an emergency flotation system.



### 3. References

#### 3.1. Related EU regulations

- 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)
- 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)

#### 3.2. Related EASA decisions

- Executive Director Decision 2015/013/R of 8 May 2015 adopting Certification Specifications for additional airworthiness specifications for operations (CS-26 — Issue 1)

