

## Executive Director Decision

**2020/024/R**

**of 15 December 2020**

**issuing the following:**

**Amendment 26 to the Certification Specifications and Acceptable Means of Compliance  
for Large Aeroplanes  
'CS-25 – Amendment 26'**

**'Installation and maintenance of recorders – certification aspects'  
'Tyre pressure monitoring'  
'Regular update of CS-25'**

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

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

Having regard to Regulation (EU) No 748/2012<sup>2</sup>, in particular point 21.A.16A of Annex I (Part 21) thereto,

Whereas:

- EASA shall, pursuant to Article 76(3) of Regulation (EU) 2018/1139, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EU) 2018/1139 and of the delegated and implementing acts adopted on the basis thereof.
- 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

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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>).

<sup>2</sup> Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1557922660928&uri=CELEX:32012R0748>).

implementing acts adopted on the basis thereof, and which can be used by organisations for the purpose of certification.

- Acceptable means of compliance are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, or with the certification specifications.
- With Decision No. 2003/2/RM of 17 October 2003, the Executive Director issued certification specifications, including airworthiness codes and acceptable means of compliance, for large aeroplanes (CS-25 — Initial issue).
- 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.
- EASA identified the need to enhance and modernise the certification specifications and acceptable means of compliance for the installation of flight recorders on board large aeroplanes. CS-25 is therefore amended to address the following items (phase 2 of rulemaking task RMT.0249):
  - a. Data link recording  
New certification specifications and acceptable means of compliance are introduced for the installation of recorders performing this function.
  - b. The serviceability of flight recorders  
In order to improve the serviceability of flight recorders, new sections are created in the acceptable means of compliance for flight recorders explaining the expectations in terms of the instructions for continued airworthiness (ICA) provided by applicants.
  - c. The quality of recording of cockpit voice recorders  
In order to improve the quality of cockpit voice recorders (CVR), a new section is created in the acceptable means of compliance to explain how applicants should perform the evaluations of CVR recordings. Certification specifications for CVRs are also amended to allow the use of more than four channels.
- Incorrect tyre pressure, and, in particular, the under-inflation of tyres, is a contributing factor to tyre- and wheel-failure-related accidents or incidents of large aeroplanes. The review of the reported occurrences indicates that a reduction in the risk of a tyre failure is needed. With rulemaking task RMT.0586, EASA analysed the available options to reach this goal. CS-25 is amended to require that applicants provide a means to minimise the risk that a tyre is below its minimum serviceable inflation pressure during operation. Applicants have some flexibility in the way to comply with this requirement, as provided in the acceptable means of compliance. This includes providing a procedure to check tyre pressures at a substantiated interval, the use of a system monitoring the tyre pressures, or a combination of both.
- In order to increase the efficiency of the rulemaking process, EASA proposes regular updates of CS-25 in the frame of rulemaking task RMT.0673 after identifying items that are non-complex, non-controversial, and mature. In this context, CS-25 has been amended regarding the following items:

- Go-around handling qualities and performance;
- Minimum control speeds;
- Fuel tank and system lightning protection;
- Cabin safety (various topics);
- Electronic AFMs – computation of misleading primary information;
- On-board weight and balance systems;
- Air conditioning systems;
- Flight guidance systems;
- Primary flight displays during unusual attitude and declutter modes;
- Lightning protection and electrical bonding and protection against static electricity; and
- Operation without normal electrical power.

(8) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure<sup>3</sup>, has widely consulted the interested parties on the matters which are the subject of this Decision, and has provided thereafter a written response to the comments received<sup>4</sup>,

HAS DECIDED:

**Article 1**

The Annex to this Decision is issued as Amendment 26 to the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes (CS-25).

**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 June 2021.

Cologne, 15 December 2020

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

Patrick KY

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<sup>3</sup> EASA Management Board (MB) Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure') (<http://www.easa.europa.eu/system/files/dfu/EASA%20MB%20Decision%2018-2015%20on%20Rulemaking%20Procedure.pdf>).

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

