

## Additional Airworthiness

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UK Additional Airworthiness  
Certification Specifications and  
Guidance Material

for

Regulation (EU) No 2015/640 as  
retained (and amended) in UK  
domestic law under the European  
Union (Withdrawal) Act 2018

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## LIST OF REVISIONS

Published	Reason for revision
January 2021	UK AMC and GM (form of EASA AMC and GM current and applicable on 31 December 2020, adopted by CAA on 1 January 2021)

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## **NOTE FROM THE EDITOR**

This document contains acceptable means of compliance and guidance material adopted by the UK CAA. The reference number indicates the Article or paragraph in the corresponding Regulation which it relates to.

All references to Regulations are to the UK law bearing that title or number, being EU retained law as retained (and amended by UK domestic law) pursuant to the European Union (Withdrawal) Act 2018.

**Guidance material**

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## ANNEX I (PART-26)

### ADDITIONAL AIRWORTHINESS SPECIFICATIONS FOR OPERATIONS

#### SUBPART A — GENERAL PROVISIONS

#### GM1 26.1 JAR-26 / JAR/CS-25 / FAR-25+121 / OPS / Part-26 / CS-26/GM-26 cross-reference table

This table is intended to be a quick cross-reference table between those requirements that are contained on the one hand in **Part-26**, **CS-26** and GM 26, and on the other hand their 'parent' airworthiness code, if one exists, i.e. JAR-26, the FAA's FAR-25 and/or FAR Part 121, as well as the related OPS and the new Operational requirements. This table is only indicative, and it does not pre-empt compliance with the applicable requirements, which shall be assessed by the competent authority.

JAR-26	JAR-25 / CS-25	FAR-25/ Part-121	OPS	Part-26	CS-26	GM-26
JAR 26.1	n/a	n/a	n/a	n/a	n/a	n/a
JAR 26.2	n/a	n/a	n/a	n/a	n/a	n/a
JAR 26.3	n/a	n/a	n/a	<b>26.30(b)(2)</b>	n/a	n/a
JAR 26.5	n/a	n/a	n/a	n/a	n/a	n/a
JAR 26.50	JAR 25.785(h), (j) & (k) at Change 8, 30/11/81 CS 25.785(g)	FAR 25.785(g), Amdt 25-51, 06/03/80 FAR 121.311 (d)(f) & (g) at Change 21, 17/02/98	OPS 1.730 CAT.IDE.A. 205	<b>26.50</b>	<b>CS 26.50</b>	<b>GM1 26.50(c)</b>
N/A	JAR 25.562 CS 25.562	FAR 25.562 FAR 121.311(j) Amdt 121-315	CAT.IDE.A. 205	26.60	<b>CS 26.60</b>	<b>GM1 26.60</b>
JAR 26.100	JAR 25.807(d)(7) at Change 13 and Amdt 93/1 08/03/93 CS 25.807	121.310(m)	n/a	<b>26.100</b>	<b>CS 26.100</b>	n/a
JAR 26.105	JAR 25.813(d) to (f) at Change 8, 30/11/81 CS 25.813	121.310(f)	OPS 1.735 CAT.IDE.A. 215	<b>26.105</b>	<b>CS 26.105</b>	n/a

JAR-26	JAR-25 / CS-25	FAR-25/ Part-121	OPS	Part-26	CS-26	GM-26
JAR 26.110	JAR 25.811(a) to (d) and (f) to (g) at Change 8, 30/11/81 JAR 25.811(e) at Change 14, 27/05/94 CS 25.811	121.310(b)	OPS 1.815 CAT.IDE.A. 275	<b>26.110</b>	<b>CS 26.110</b>	<b>GM1 26.110(d) &amp; GM1 26.110(e) (4)</b>
JAR 26.120	JAR 25.812 (b),(c),(d) & (h) at Change 8, 30/11/81 JAR 25.812 (a) & (e) at Change 12, 16/06/86 CS 25.812	FAR 121.310 (b),(c) & (d) at Change 21, 17/02/98	OPS 1.815(a)(1) CAT.IDE.A. 275(b)	<b>26.120</b>	<b>CS 26.120</b>	n/a
JAR 26.125	JAR 25.812 (f) & (g) at Change 8, 30/11/81 CS 25.812	FAR 121.310 (h)(1) at Change 21, 17/02/98	OPS 1.185(a)(1) (iv) and (v) CAT.IDE.A. 275 (b)(4) and (5)	n/a	n/a	n/a
JAR 26.130	CS 25.810	FAR 25.2 (a) at Amdt 25-72, 20/08/90 FAR 121.310 (a) & (h)(2) at Change 21, 17/02/98	OPS 1.805 CAT.IDE.A. 265	n/a	n/a	n/a
JAR 26.150	JAR 25.791 at Change. 8, 20/11/81 JAR 25.853(a) to (d) at Change 14, 27/05/94 JAR 25.853(e) at Change 13 plus Amdt 91/1, 12/04/91 JAR 25.853(f) and Appendix F at Change 14, 27/05/94 Appendix F, Part I, at Amdt 93/1, 08/03/93 Appendix F, Part II, III, IV, V at Change 13 05/10/89 CS 25.853	FAR 121.312	OPS 1.731 CAT.IDE.A. 210	<b>26.150</b>	<b>CS 26.150 App. F</b>	<b>GM1 26.150(a), GM1 26.150(c), GM1 26.150(d)</b>
JAR 26.155	JAR 25.855 and Appendix F, Part III at Change.13 plus Amdt 93/1, 08/03/93 CS 25.855	121.314	n/a	<b>26.155</b>	<b>CS 26.155 App. F</b>	n/a
N/A	CS 25.856	FAR 25.856 121.312(e)	n/a	<b>26.156</b>	<b>CS 26.156</b>	<b>GM1 26.156(a)</b>
JAR 26.160	JAR 25.854 at Change.13 at Amdt 93/1, 08/03/93	121.308	n/a	<b>26.160</b>	<b>CS 26.160</b>	n/a

JAR-26	JAR-25 / CS-25	FAR-25/ Part-121	OPS	Part-26	CS-26	GM-26
	CS 25.854					
N/A	CS 25.851(c)	n/a	n/a	26.170	<b>CS 26.170</b>	<b>GM1 26.170(b)</b>
JAR 26.200	JAR 25.729 at Amdt 93/1, 08/03/93 CS 25.729	121.289, Amdt 121-227	n/a	<b>26.200</b>	<b>CS 26.200</b>	n/a
JAR 26.250	n/a	121.313(j)(1)(ii)	n/a	<b>26.250</b>	n/a	n/a
JAR 26.260	CS 25.795	121.313(j)(1)(ii)	OPS 1.1255 ORO.SEC.1 00.A	n/a	n/a	n/a
N/A	n/a	n/a	n/a	26.400	<b>CS 26.400</b>	n/a

## GM2 26.1 Demonstration of compliance

For the initial issue of **Part-26**, which is a transposition of existing JAR-26 requirements, the operators will be responsible for showing compliance. In most cases this can be done by referring to the certification basis of the aircraft or the approved changes in which the amendment level of the certification specification will indicate compliance. In any case, the JAR-26 requirements should have been implemented already by EU operators and since the **CS-26** text is equivalent to the JAR-26 text, compliance with JAR-26 means also compliance with **Part-26**. See also **Article 5** of the **Commission Regulation (EU) 2015/640**. In the rare case where the above possibilities are not sufficient, showing compliance by the operator directly to the NAA will be difficult. They will need to involve the design approval holder of the aircraft or the approved change as relevant. This design approval holder should then apply to the CAA for certification that the design complies with the relevant **CS-26** or CS-25 paragraph, special condition or equivalent safety case. With that approval information the operator can show compliance to the NAA.

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## SUBPART B — LARGE AEROPLANES

### GM1 26.50(c) Cabin crew seat location with respect to injury risk

AC 25.785-1B, Section 8 is applicable when showing compliance with **CS 26.50(c)**.

### GM1 26.60 Emergency landing – dynamic conditions

AC 25.562-1B (dated 10 January 2006) may be used for showing compliance with **CS 26.60**.

### GM1 26.110(d) Universal symbolic exit signs

Guidance on the use of universal symbolic exit signs can be found in AMC 25.812(b)(1).

### GM1 26.110(e)(4) Emergency Exit Markings

The indicating markings for all Type II and larger passenger emergency exit unlocking handle motions should conform to the general shapes and dimensions indicated by Figures 1 and 2.

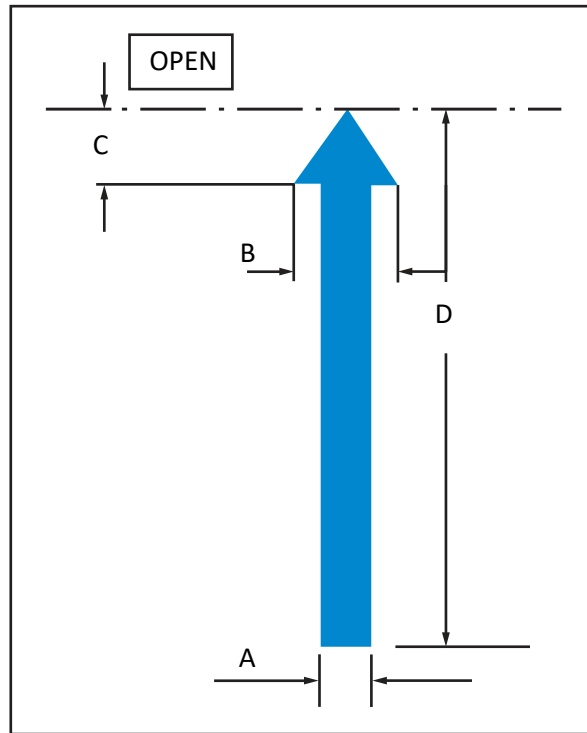
NOTE: As far as is practicable the markings should be located to avoid obscuring viewing windows located on or alongside the exits, or coincidence with any other required marking or safety feature.



FIGURE 1

EXAMPLE MARKING FOR INDICATION OF LINEAR OPENING MOTION

Where practical and unambiguous arrow point and base of arrow shaft to be within  $\pm 25$  mm (1 inch)



of fully unlocked and fully locked positions respectively

*DIMENSIONS*

A = 19 mm (0.75") minimum

B = 2 x A

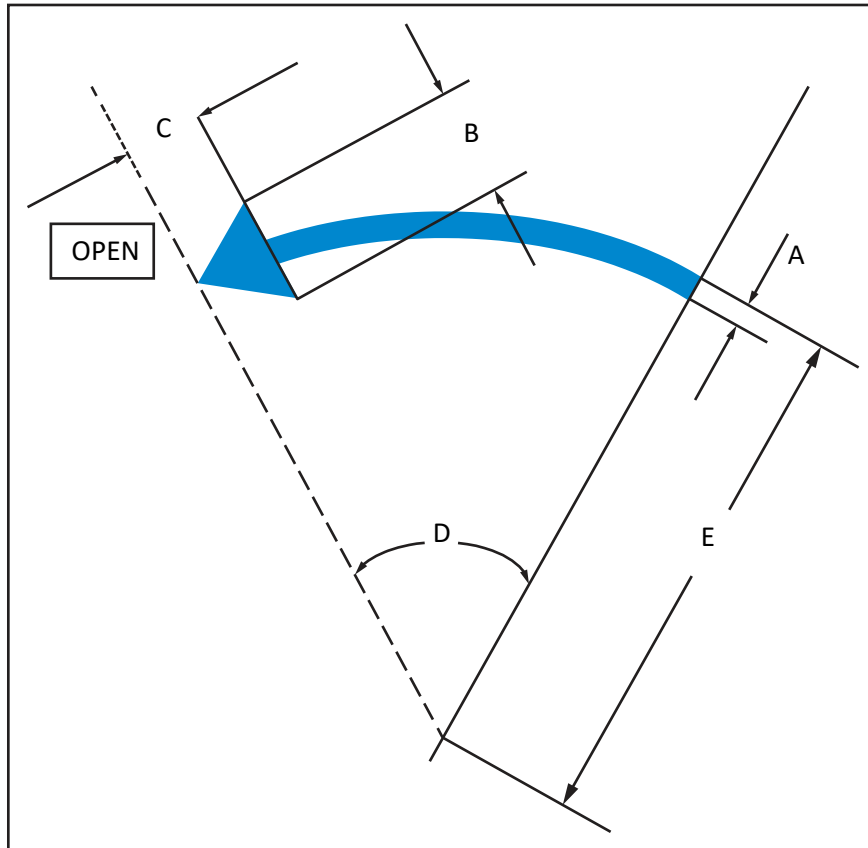
C = B (recommended)

D = Indicative of the full extent of handle travel (each installation to be individually assessed)

FIGURE 2

EXAMPLE MARKING FOR INDICATION OF ROTARY OPENING MOTION

Arrow point and base of arrow shaft to be within  $\pm 25$  mm (1 inch) of fully unlocked and fully locked positions respectively



**DIMENSIONS**

- A = 19 mm (0.75") minimum
- B = 2 x A
- C = B (recommended)
- D = Full extent of handle centreline travel
- E = Three quarters of handle length (where practicable)

## **GM1 26.150(a) Compartment interiors**

‘Major Replacement’: More than 50% of any component types affected in the cabin are replaced. For example, 51% of the sidewall panels, or 51% of the ceiling panels.

## **GM1 26.150(c) Compartment interiors**

Galley carts and containers are considered as ‘open galley surfaces’ and therefore are subject to the same requirements as galleys in this respect, namely **CS 26.150(c)**. However, because of the rotatable nature of these components, and their limited lifespan, it is permissible to use galley carts and containers manufactured prior to 20/08/1990.

## **GM1 26.150(d) Compartment interiors**

‘Complete Replacement’: All of the affected components in the cabin are replaced. Whether the other components that are not affected are replaced is not relevant.

- 1 The qualifying word ‘substantially’ may be used to avoid operators avoiding compliance by not replacing a minor, inconsequential cabin component and stating that there had not been a ‘complete replacement’.
- 2 The definition does, therefore, permit individual replacement of cabin interior components without the mandatory replacement of all components at the same time. It should also be noted that removing components for refinishing and reinstalling them in the same aeroplane, or in a different aeroplane not subject to more stringent requirements, is considered ‘refurbishment’ and not ‘replacement’.

## **GM1 26.156(a) Insulation materials installed as replacement**

The requirement of 26.156(a) of **Part-26** is applicable to insulation materials which are:

1. of a blanket construction, or
2. installed around air ducting

## **GM1 26.170(b) Fire extinguishers**

### **1 LAVATORY FIRE EXTINGUISHERS**

Appendix D to Report DOT/FAA/AR-96/122 'Development of a Minimum Performance Standard for Lavatory Trash Receptacle Automatic Fire Extinguishers' of February 1997 may be used for showing compliance with **CS 26.170(b)**.

General guidance on the alternative extinguishing agents that are considered to be acceptable can be found in AMC 25.851(c).

### **2 HANDHELD FIRE EXTINGUISHERS**

Society of Automotive Engineers (SAE) Aerospace Standard (AS) 6271 'Halocarbon Clean Agent Hand-Held Fire Extinguisher' or UK Technical Standard Order (UKTSO) 2C515 'Aircraft Halocarbon Clean Agent — Handheld Fire Extinguisher' may be used for showing compliance with **CS 26.170(b)**.

General guidance on the alternative extinguishing agents that are considered to be acceptable can be found in AMC 25.851(c).

## **SUBPART C — LARGE HELICOPTERS**

### **APPENDIX F TO CS-26**

#### **ANNEX II**