

## Commission Regulation (EU) 2015/640 Part 26

### Annex I

#### PART-26 ADDITIONAL AIRWORTHINESS SPECIFICATIONS FOR OPERATIONS

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##### SUBPART A - GENERAL PROVISIONS

**26.10 Competent authority** For the purpose of the Part set out in this Annex, the competent authority to which compliance with the specifications needs to be demonstrated by operators shall be the authority designated by the Member State in which the operator has its principal place of business.

**26.20 Temporary inoperative equipment** A flight shall not be commenced when any of the aircraft's instruments, items of equipment, or functions required by this Part are inoperative or missing unless waived by the operator's Minimum Equipment List as defined in Part-ORO. MLR.105 and approved by the competent authority.

**26.30 Demonstration of compliance** (a) The Agency shall issue, in accordance with Article 19(2) of Regulation (EC) No 216/2008, certification specifications as standard means to show compliance of products with this Part. The certification specifications shall be sufficiently detailed and specific to indicate to operators the conditions under which

compliance with the requirements of this Part may be demonstrated. (b) Operators may demonstrate compliance with the requirements of this Part by complying with: (i) the detailed specifications issued by the Agency under paragraph (a) or the equivalent specifications issued by the Agency under Part 21.A.16A; or (ii) technical standards offering an equivalent level of safety as those included in those specifications.

## **SUBPART B - LARGE AEROPLANES**

**26.50 Seats, berths, safety belts, and harnesses** Operators of large aeroplanes used in commercial air transport, type certified on or after 1 January 1958, shall ensure that each flight or cabin crew member seat and its restraint system are configured in order to provide an optimum level of protection in an emergency landing whilst allowing the occupant's necessary functions and facilitating rapid egress.

**26.100 Location of emergency exits** Except for aeroplanes having an emergency exit configuration installed and approved prior to 1 April 1999, operators of large aeroplanes used in commercial air transport having a maximum operational passenger seating configuration of more than nineteen with one or more emergency exits deactivated shall ensure that the distance(s) between the remaining exits remains (remain) compatible with effective evacuation.

**26.105 Emergency exit access** Operators of large aeroplanes used in commercial air transport shall provide means to facilitate the rapid and easy movement of each passenger from their seat to any of the emergency exits in case of an emergency evacuation.

**26.110 Emergency exit markings** Operators of large aeroplanes used in commercial air transport shall comply with the following: (a) means shall be provided to facilitate the location, access, and operation of emergency exits by cabin occupants under foreseeable conditions in the cabin in case of an emergency evacuation; (b) means shall be provided to facilitate the location and operation of emergency exits by personnel on the outside of the aeroplane in case of an emergency evacuation.

**26.120 Interior emergency lighting and emergency light operation** Operators of large aeroplanes used in commercial air transport shall provide means to ensure that illuminated exit signage, general cabin and exit area illumination, and low level exit path illumination is available to facilitate the location of exits and movement of passengers to the exits in case of emergency evacuation.

**26.150 Compartment interiors** Operators of large aeroplanes used in commercial air transport shall comply with the following: (a) all materials and equipment used in compartments occupied by the crew or passengers shall demonstrate flammability characteristics compatible with minimising the effects of in-flight fires and the maintenance of survivable conditions in the cabin for a time commensurate with that needed to evacuate the aircraft; (b) smoking prohibition shall be indicated with placards; (c) disposal receptacles shall be such that containment of an internal fire is ensured; such receptacles shall be marked to prohibit the disposal of smoking materials.

**26.155 Flammability of cargo compartment liners** Operators of large aeroplanes used in commercial air transport, type certified after 1 January 1958, shall ensure that the liners of Class C or Class D cargo compartments are constructed of materials that adequately prevent the effects of a fire in the compartment from endangering the aircraft or its occupants.

**26.160 Lavatory fire protection** Operators of large aeroplanes used in commercial air transport with a maximum operational passenger seating configuration of more than 19 shall comply with the following: Lavatories shall be equipped with: (a) smoke detection means; (b) means to automatically extinguish a fire occurring in each disposal receptacle.

**26.200 Landing gear aural warning** Operators of large aeroplanes used in commercial air transport shall ensure that an appropriate landing gear aural warning device is installed in order to significantly reduce the likelihood of landings with landing gear inadvertently retracted.

**26.250 Flight crew compartment door operating systems — single incapacitation** Operators of large aeroplanes used in commercial air transport shall ensure that flight crew compartment door operating systems, where installed, be provided with alternate opening means in order to facilitate access by cabin crew members into the flight crew compartment in the case of a single flight crew member incapacitation.