

**Draft Certification Specifications and Guidance Material for additional airworthiness specifications  
for operations**

**related to**

**RMT.0070 ‘Class D compartments’**

**RMT.0570 ‘Reduction of runway excursions’**

EASA publishes amendments to certification specifications as consolidated documents. These documents are used for establishing the certification basis for applications that are made after the date of entry into force of the amendment.

Consequently, except for a note ‘[Issue: 26/X]’ under the amended paragraph, the consolidated text of CS-26 does not allow readers to see the detailed changes that are introduced by the new amendment. To allow readers to also see these detailed changes, this document has been created. The same format as for the publication of notices of proposed amendment (NPAs) has been used to show the changes:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in blue; and
- an ellipsis ‘(…)’ indicates that the rest of the text is unchanged.

**Certification Specifications**

**and**

**Guidance Material**

**for**

**Additional airworthiness specifications for operations**

**CS-26**

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**Book 1**  
**Certification Specifications**

**SUBPART B — LARGE AEROPLANES**

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**CS 26.157 Conversion of Class D compartments**

- (a) Compliance with 26.157(a) of Part-26 is demonstrated by showing compliance with CS 25.857(c) and CS 25.858 of CS-25, or the equivalent.
- (b) Compliance with 26.157(b) of Part-26 is demonstrated by showing compliance with:
  - (1) either CS 25.857(c) and CS 25.858 of CS-25, or the equivalent; or
  - (2) CS 25.857(e) and CS 25.858 of CS-25, or the equivalent.

**CS 26.205 Runway overrun awareness and alerting systems**

Compliance with 26.205 of Part-26 is demonstrated by showing compliance with CS 25.705, or with the following:

- (a) During approach (from a given height above the selected runway) and landing, the runway overrun awareness and alerting system (ROAAS) shall perform real-time, energy-based calculations of the predicted landing stopping point, compare that point with the location of the end of the runway, and provide the flight crew with:
  - (1) in-flight, timely and unambiguous predictive alert(s) of a runway overrun risk; and
  - (2) on-ground, timely and unambiguous predictive alert(s) of a runway overrun risk. At the option of the applicant, the ROAAS may also provide an automated means of deceleration control that prevents or minimises runway overruns during landing.
- (b) The ROAAS shall at least accommodate dry and wet runway conditions for normal landing configurations.
- (c) The aeroplane flight manual shall include the following elements:
  - (1) A description of the operational conditions of the ROAAS;
  - (2) Any operational limitations applicable to the ROAAS; and
  - (3) Operational procedures to be used by the flight crew following ROAAS alerts.

(...)

## Book 2

### Guidance Material

#### SUBPART B — LARGE AEROPLANES

(...)

##### **GM1 26.205 Runway overrun awareness and alerting systems**

In showing compliance with CS 26.205, the applicant should take account of either AMC 25.705 or EUROCAE Document ED-250, 'Minimum Operational Performance Standards for a Runway Overrun Awareness and Alerting System', dated December 2017.

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