

Draft Annex to draft Commission Implementing Regulation (EU) .../... amending Commission Regulation (EU) 2015/640 as regards the introduction of new additional airworthiness specifications

Annex I is amended as follows:

1. The table of contents is replaced by the following:

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SUBPART A — GENERAL PROVISIONS

- 26.10 Competent authority
- 26.20 Temporary inoperative equipment
- 26.30 Demonstration of compliance

SUBPART B — LARGE AEROPLANES

- 26.50 Seats, berths, safety belts, and harnesses
- 26.60 Emergency landing — dynamic conditions
- 26.100 Location of emergency exits
- 26.105 Emergency exit access
- 26.110 Emergency exit markings
- 26.120 Interior emergency lighting and emergency light operation
- 26.150 Compartment interiors
- 26.155 Flammability of cargo compartment liners
- 26.156 Thermal or acoustic insulation materials
- 26.157 Conversion of Class D compartments
- 26.160 Lavatory fire protection
- 26.170 Fire extinguishers
- 26.200 Landing gear aural warning
- 26.205 Runway overrun awareness and alerting systems
- 26.250 Flight crew compartment door operating systems — single incapacitation

SUBPART C — LARGE HELICOPTERS

- 26.400 Fire extinguishers’

2. The following point 26.157 is inserted:

‘26.157 Conversion of Class D compartments

Operators of large aeroplanes used in commercial air transport, type certified on or after 1 January 1958, shall ensure that:

- (a) for aeroplanes, the operation of which involves the transport of passengers, each Class D cargo or baggage compartment, regardless of its volume, complies with the certification specifications applicable to a Class C compartment; and
- (b) for aeroplanes, the operation of which involves the transport of cargo only, each Class D cargo compartment, regardless of its volume, complies with the certification specifications applicable to either a Class C or a Class E compartment’.

3. The following point 26.205 is inserted:

‘26.205 Runway overrun awareness and alerting systems

- (a) Operators of large aeroplanes used in commercial air transport shall ensure that every aeroplane for which the first individual certificate of airworthiness was issued on or after [*1 January 2025 or 3 years after the date of entry into force of this regulation, whichever comes later*], is equipped with a runway overrun awareness and alerting system.
- (b) This system shall reduce the risk of a longitudinal runway excursion during landing by providing an alert, in-flight and on the ground, to the flight crew when the aeroplane is at risk of not being able to stop within the available distance to the end of the runway.’