

SECTION 2 – ACCEPTABLE MEANS OF COMPLIANCE (AMC) AND INTERPRETATIVE/EXPLANATORY MATERIAL (IEM)1 *GENERAL*

1.1 This Section contains Acceptable Means of Compliance and Interpretative/Explanatory Material that has been agreed for inclusion in JAR-26.

1.2 Where a particular JAR paragraph does not have an Acceptable Means of Compliance or any Interpretative/Explanatory Material, it is considered that no supplementary material is required.

2 *PRESENTATION*

2.1 The Acceptable Means of Compliance and Interpretative/Explanatory Material are presented in full page width on loose pages, each page being identified by the date of issue or the Change number under which it is amended or reissued.

2.2 A numbering system has been used in which the Acceptable Means of Compliance or Interpretative/Explanatory Material uses the same number as the JAR paragraph to which it refers. The number is introduced by the letters AMC or IEM to distinguish the material from the JAR itself.

2.3 The acronyms AMC and IEM also indicate the nature of the material and for this purpose the two types of material are defined as follows:

Acceptable Means of Compliance (AMC) illustrate a means, or several alternative means, but not necessarily the only possible means by which a requirement can be met. It should however be noted that where a new AMC is developed, any such AMC (which may be additional to an existing AMC) will be amended into the document following consultation under the NPA procedure.

Interpretative/Explanatory Material (IEM) helps to illustrate the meaning of a requirement.

2.4 New AMC or IEM material may, in the first place, be made available rapidly by being published as a Temporary Guidance Leaflet (TGL). TGLs related to JAR-26 can be found in the Joint Aviation Authorities Administrative & Guidance Material, Section 4 – Operations, Part Three: Temporary Guidance. The procedures associated with Temporary Guidance Leaflets are included in the Operations Joint Implementation Procedures, Section 2 – Operations, Part 2 Chapter 10.

Note: Any person who considers that there may be alternative AMCs or IEMs to those published should submit details to the Operations Director, with a copy to the Regulation Director, for alternatives to be properly considered by the JAA. Possible alternative AMCs or IEMs may not be used until published by the JAA as AMCs, IEMs or TGLs.

N.B. It should be noted that the above texts, relating to Temporary Guidance Material has been copied from that published in JAR-OPS Part 1, and may be modified following the full development of the concept by the JAA's JAR-11 Working Group.

2.5 Explanatory Notes not forming part of the AMC or IEM text appear in a smaller typeface.

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AMC/IEM – SUBPART A

IEM No. 1 to JAR 26.2**'Manufactured'****See JAR 26.2**

This date is usually the date of the first flight, but not necessarily the date on which an aircraft is in conformity to the approved type design or the date on which a C of A is issued, since some items not relevant to safe flight, such as passenger seats, may not be installed at that time.

IEM No. 2 to JAR 26.2**'Maximum Certificated Passenger Seating Capacity (MCPSC)'****See JAR 26.2**

When the Type Certificate Data Sheet refers only to a maximum number of occupants, the MCPSC is the maximum number of occupants minus minimum crew required for the emergency evacuation demonstration performed during Type Certification.

IEM 26.3**Equivalent Safety Findings (ESF)****See JAR 26.3**

In the context of this JAR-26, '...remain valid regarding JAR-26 or equivalent requirements..' can be interpreted as meaning if JAR 26.xxx is based upon JAR 25.yyy at Change C, an aircraft of a type, certificated to JAR-25 Change C, or later, with an ESF for JAR 25.yyy, may retain that ESF in regard of JAR 26.xxx.

IEM 26.5**Airworthiness Exemptions****See JAR 26.5**

It is accepted that NAAs, on occasion, may grant Airworthiness Exemptions either to an aircraft type as part of a Type Certification exercise, or on a case by case basis – aircraft per aircraft.

As previously granted Airworthiness Exemptions may not have been jointly agreed between JAA NAAs, there is a need for the NAA to satisfy itself that any such exemptions are acceptable to that Authority, hence the requirement for the operator to report to the Authority, when an aircraft changes register.

The intention of the texts in JAR 26.5 is to allow, wherever the importing NAA is able to, the continued validity of Airworthiness Exemptions previously granted by the exporting NAA, where such Airworthiness Exemptions are based on a national requirement now in this JAR-26.

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AMC/IEM – SUBPART B

[ACJ 26.50(c)**Cabin crew seat location with respect to injury risk****See JAR 26.50(c)**

AC 25.785-1A, Section 7 is applicable when showing compliance with JAR 26.50(c).]

[Amdt. 3, 01.12.05]

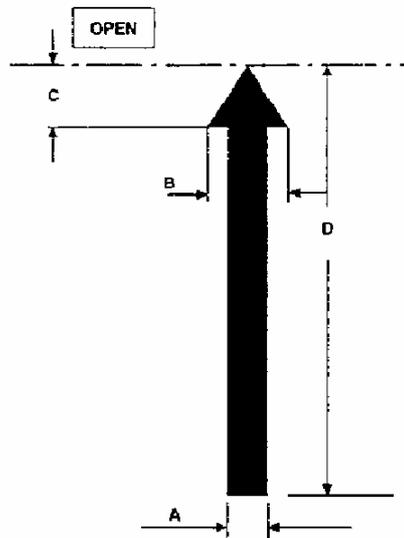
IEM 26.110(e)(4)**Emergency Exit Markings****See JAR 26.110(e)(4)**

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.

EXAMPLE MARKING FOR INDICATION OF LINEAR OPENING MOTION

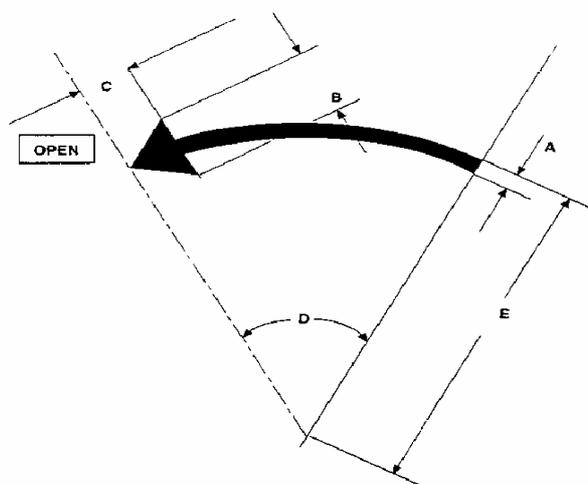
Where practical and unambiguous arrow point and base of arrow shaft to be within ± 25 mm (1 inch) of fully unlocked and fully locked positions respectively

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 1

IEM 26.110(e)(4) (continued)

EXAMPLE MARKING FOR INDICATION OF ROTARY OPENING MOTION

Arrow point and base of arrow shaft to be within ± 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)

FIGURE 2**IEM 26.150(a)****Compartment interiors****See JAR 26.150(a)**

'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.

IEM 26.150(c)**Compartment interiors****See JAR 26.150(c)**

Galley carts and containers are considered as 'open galley surfaces' and therefore are subject to the same requirements as galleys in this respect, namely JAR 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.

IEM 26.150(d)**Compartment interiors****See JAR 26.150(d)**

'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'.

IEM 26.155**Flammability of cargo compartment liners****See JAR 26.155**

Class C & Class D compartments are defined in JAR 25.857(c) and (d) at Amdt 93/1, 08/3/93, as follows:—

- (a) **Class C.** A Class C cargo or baggage compartment is one not meeting the requirements for either a Class A or B compartment but in which —
 - (1) There is a separate approved smoke detector or fire detector system to give warning at the pilot or flight engineer station;
 - (2) There is an approved built-in fire-extinguishing system controllable from the pilot or flight engineer stations;
 - (3) There are means to exclude hazardous quantities of smoke, flames, or extinguishing agent, from any compartment occupied by the crew or passengers; and
 - (4) There are means to control ventilation and draughts within the compartment so that the extinguishing agent used can control any fire that may start within the compartment.
- (b) **Class D.** A Class D cargo or baggage compartment is one in which —
 - (1) A fire occurring in it will be completely confined without endangering the safety of the aeroplane or the occupants;
 - (2) There are means to exclude hazardous quantities of smoke, flames, or other noxious gases, from any compartment occupied by the crew or passengers;
 - (3) Ventilation and draughts are controlled within each compartment so that any fire likely to occur in the compartment will not progress beyond safe limits;
 - (4) Reserved.
 - (5) Consideration is given to the effect of heat within the compartment on adjacent critical parts of the aeroplane.
 - (6) The compartment volume does not exceed 28.30 m³ (1000 cubic feet).

ACJ 26.260

Additional Information on Certification of strengthened Flight Deck Doors on Large Aeroplanes
See JAR 26.260

Referenced Documentation:

- FAA memorandum, Subject Information: Certification of strengthened Flight Deck Doors on Transport Category Airplanes, Original release 6 November 2001.

[Amdt. 1, 01.05.03]

ACJ 26.260(a)(1)**Flightdeck Intrusion Resistance****See JAR 26.260(a)(1)**

Referenced Documentation:

- Federal Aviation Administration Advisory Circular (AC) 25.795-1, Flightdeck Intrusion Resistance, issue date 10 January 2002.

[Amdt. 1, 01.05.03]

ACJ 26.260(a)(2)**Flightdeck penetration resistance****See JAR 26.260(a)(2)**

Referenced Documentation:

- Federal Aviation Administration Advisory Circular (AC) 25.795-2, Flightdeck Penetration Resistance, issue date 10 January 2002
- Level IIIA of the (US) National Institute of Justice, Ballistic Resistance of Personal Body Armor, NIJ Standard 0101.04, Office of Science and Technology, Washington, D.C. 20531, September 2000.

[Amdt. 1, 01.05.03]

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AMC to Appendix F, Part IV**Test Method to Determine the Heat Release Rate from Cabin Materials Exposed to Radiant Heat
See Appendix F, Part IV***Appendix F, Part IV (b)(4) Air Distribution System.*

The air distribution is to be determined by the equipment design. The 3-to-1 ratio described in this section is approximate. An external air distribution system which will deliver that ratio precisely is not permitted as a substitute for the air distributor plates.

Appendix F, Part IV (b)(6) Specimen Holders.

In order to accommodate specimens which distort and delaminate during testing, two 0-508 mm (0-020 inch) stainless steel wires should be used to secure the specimens to the holder during the testing.

These wires should be used with all specimens and are in addition to the drip pan that should be used for materials which are prone to melting and dripping.

Appendix F, Part IV (b)(8) Pilot-Flame Positions.

Various installations have experienced difficulties with the pilot burners being extinguished during the test.

The following revisions to the pilot burner configurations have been found to be acceptable:

- (1) For the lower pilot burner – a sparking device which either sparks automatically at approximately ½ to 1 second intervals or is manually operated, which requires continuous monitoring of the pilot flame.

Note: This requires that the laboratory test procedure specifies that the technician must continuously monitor the pilot for each test and that failure to do so will invalidate the test results.

- (2) For the upper pilot burner – a manual or automatic sparking device or a revision to the hole system in the burner. One approved deviation utilises 14 holes using a number 59 drill bit.

Appendix F, Part IV (c)(1) Heat Release Rate.

The use of a flowmeter is not acceptable.

The thermopile voltage should be measured for 10 seconds and then averaged.

Appendix F, Part IV (e) Procedure.

The outer door should be closed between tests to maintain the heat within the chamber. It is recommended that the outer door be hinged to facilitate implementing this recommendation. If a detachable door is used, a separate door should be installed during sample holder preparation and installation. This recommendation is based on the 40-seconds holding time (60 seconds less 20 seconds of data acquisition time) required in (e)(4), being insufficient to allow the chamber to reach equilibrium, if the outer door is open for too long between tests.

Appendix F, Part IV (f) Calculations.

It has been found that a typical range for the calibration factor is 8 to 15. If a calibration factor is calculated which falls outside this range, the calculation should be reviewed.

If the factor continues to fall outside this range, the appropriate Authority should be contacted.

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APPENDIX 1

Cross-reference table JAR-26/JAR-25/FAR Part 121

This table is intended to be a quick cross reference table between those requirements contained in this JAR-26, their 'parent' airworthiness code, and the FAA's operating requirements, FAR Part 121.

JAR-26	JAR-25		FAR Part 121
JAR 26.1	n/a		n/a
JAR 26.2	n/a		n/a
JAR 26.3	n/a		n/a
JAR 26.5	n/a		n/a
[JAR 26.50	JAR 25.785(h), (j) & (k)	at Chg 8, 30/11/81	FAR 25.785(g), Amdt 25-51, 06/03/80 FAR 121.311 (d)(f) & (g) at Chg 21, 17/02/98]
JAR 26.100	JAR 25.807(d)(7)	at Amdt 93/1 08/03/93	121.310(m)
JAR 26.105	JAR 25.813(d) to (f)	at Chg 8, 30/11/81	121.310(f)
JAR 26.110	JAR 25.811(a) to (d) JAR 25.811(f) to (g) JAR 25.811(e)	at Chg 8, 30/11/81 at Chg 8, 30/11/81 at Chg 14, 27/05/94	121.310(b)
[JAR 26.120	JAR 25.812 (b),(c),(d) & (h) JAR 25.812 (a) & (e)	at Chg 8, 30/11/81 at Chg12, 16/06/86	FAR 121.310 (b),(c) & (d) at Chg 21, 17/02/98]
[JAR 26.125	JAR 25.812 (f) & (g)	at Chg 8, 30/11/81	FAR 121.310 (h)(1) at Chg 21, 17/02/98]
[JAR 26.130	n/a		FAR 121.310 (a) & (h)(2) at Chg 21, 17/02/98 FAR 25.2 (a) at Amdt 25-72, 20/08/90]
JAR 26.150	JAR 25.853(a) to (d) JAR 25.853(e) JAR 25.853(f) Appendix F, Part I Appendix F, Part II Appendix F, IV Appendix F, Part V	at Chg 14, 27/05/94 at Amdt 91/1, 12/04/91 at Chg 14, 27/05/94 at Amdt 93/1, 08/03/93 at Amdt 86/1, 16/06/86 at Chg 13, 05/10/89 at Chg 13, 05/10/89	121.312
JAR 26.155	JAR 25.855 Appendix F, Part III	at Amdt 93/1, 08/03/93 at Amdt 86/2, 05/10/86	121.314

JAR-26	JAR-25		FAR Part 121
JAR 26.160	JAR 25.854	at Amdt 93/1, 08/03/93	121.308
JAR 26.200	JAR 25.729	at Amdt 93/1, 08/03/93	121.289, Amdt 121-227
JAR 26.250	n/a		n/a
JAR 26.260	n/a		n/a

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