

Pursuant to Article 16 and Article 61 (2) of the Law on Administration (Official Gazette of BIH, No 32/02 and 102/09), and Article 14 (1) of the Aviation Law of Bosnia and Herzegovina (Official Gazette of BIH No 39/2009), the Director General of the Bosnia and Herzegovina Directorate of Civil Aviation has hereby adopted

## **RULEBOOK**

### **ON ADDITIONAL AIRWORTHINESS SPECIFICATIONS FOR A GIVEN TYPE OF OPERATIONS**

#### **Article 1 (Subject matter)**

This Rulebook lays down common additional airworthiness specifications in order to support the continuing airworthiness and safety improvements of:

- a) "EASA aircraft" registered in the civil aircraft register of Bosnia and Herzegovina;
- b) "EASA aircraft" registered in another country and used by an operator for which Bosnia and Herzegovina ensures oversight.

#### **Article 2 (Terms)**

The terms used in this Rulebook shall have the following meanings:

- a) "**EASA aircraft**" – an aircraft deemed to hold an EASA valid type certificate or a restricted type certificate, and which was initially issued with a Certificate of Airworthiness on an EASA Form 25 or with a Restricted Certificate of Airworthiness on an EASA Form 24.
- b) **EASA** – European Aviation Safety Agency.
- c) "**Maximum operational passenger seating configuration**" – the maximum passenger seating capacity of an individual aircraft, excluding crew seats, established for operational purposes and specified in the operational manual;
- d) "**Large aircraft**" – an aircraft that has the Certification Specifications for large aircraft 'CS-25' or equivalent in its certification basis.

#### **Article 3 (Additional airworthiness specifications for a given type of operation)**

Operators for which Bosnia and Herzegovina ensures oversight shall, when operating the aircraft referred to in Article 1, comply with the provisions of Annex I.

Article 4  
**(Transitional provisions)**

- (1) Aircraft for which operators demonstrated compliance with JAR-26 'Additional Airworthiness Requirements for Operations' (hereinafter 'JAR-26 requirements'), issued by the Joint Aviation Authorities (JAA) on 13 July 1998, as amended by the Amendment 3 of 1 December 2005, before the dates of application referred to in Article 5 shall be deemed to comply with the equivalent specifications set out in Annex I to this Rulebook.
- (2) Aircraft for which compliance with the JAR-26 requirements equivalent to the specifications set out in points 26.50, 26.105, 26.110, 26.120, 26.150, 26.155, 26.160, 26.200, 26.250 of Annex I to this Rulebook has been demonstrated in accordance with the first paragraph of this Article shall subsequently not be modified in a way that would affect its compliance with the JAR-26 requirements concerned.

Article 5  
**(Final provisions)**

- (1) This Rulebook shall into force eight days following its publication in the Official Gazette of Bosnia and Herzegovina.
- (2) Exceptionally, points 26.50, 26.105, 26.110, 26.120, 26.150, 26.155, 26.160, 26.200 and 26.250 of Annex I shall be applicable from 14 July 2017.

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Banja Luka, 17 June 2015

**Director General, sgd.**  
Đorđe Ratkovića

## ANNEX I

### PART-26 ADDITIONAL AIRWORTHINESS SPECIFICATIONS FOR OPERATIONS

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##### SUBPART A

##### GENERAL PROVISIONS

#### **26.10 Competent authority**

##### Article 4

The Bosnia and Herzegovina Directorate of Civil Aviation (hereinafter: BHDCA) shall be the competent authority responsible for overseeing the implementation of this Rulebook.

#### **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 Minimum Equipment List (MEL) approved by the BHDCA.

#### **26.30 Demonstration of compliance**

- a) The European Aviation Safety Agency (hereinafter: EASA) shall be responsible for issuing certification specifications (CS-26) as standard means to show compliance with the requirements of products with this Rulebook.
- b) Operators may demonstrate compliance with the requirements of this Part by complying with:
  - i. the detailed specifications issued by the EASA under paragraph (a) or the equivalent specifications issued by the EASA under Part 21.A.16A; or

- ii. technical standards offering an equivalent level of safety as those included in those specifications.

## SUBPART B

### LARGE AIRCRAFT

#### **26.50 Seats, berths, safety belts, and harnesses**

Operators of large aircraft 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 aircraft having an emergency exit configuration installed and approved prior to 1 April 1999, operators of large aircraft 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 between the remaining exits remains compatible with effective evacuation.

#### **26.105 Emergency exit access**

Operators of large aircraft 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 aircraft 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 aircraft in case of an emergency evacuation.

#### **26.120 Interior emergency lighting and emergency light operation**

Operators of large aircraft 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 aircraft 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 adequately indicated;
- 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 aircraft 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 aircraft 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 aircraft 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 aircraft 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.