ACJ No. 2 to JAR 25.1309
Equipment, Systems and Installations (Interpretative Material)
See JAR 25.1309(a)

The effects of fluid or vapour contamination, due either to the normal environment or accidental leaks or spillage, should be taken into account.

ACJ No. 3 to JAR 25.1309
Equipment, Systems and Installations (Interpretative Material)
See JAR 25.1309(b)

The effects of mechanical damage or deterioration including short circuits or earths caused by such damage, in particular the failure of an earth connection should be taken into account.

ACJ No. 4 to JAR 25.1309
Equipment, Systems and Installations (Interpretative Material)
See JAR 25.1309(c)

Each source of electrical supply (e.g. generators and batteries) should be provided with means to give the flight crew immediate warning of the failure of its output. These warning means are additional to the system indication requirements of JAR 25.1351(b)(6). For multiphase systems the warning should also indicate the loss of any phase.

ACJ No. 6 to JAR 25.1309
Equipment, Systems and Installations (Acceptable Means of Compliance)
See JAR 25.1309(e)

Where alternative or multiplication of systems and equipment is provided to meet the requirements of JAR 25.1309(e), the segregation between circuits should be such as to minimise the risk of a single occurrence causing multiple failures of circuits or power supplies of the system concerned. For example, electrical cable bundles or groups of hydraulic pipes should be so segregated as to prevent damage to the main and alternative systems and power supplies.

ACJ No. 7 to JAR 25.1309
Equipment, Systems and Installations (Interpretative Material)
See JAR 25.1309(e)(3)

For aeroplanes for which the two-power-units-inoperative performance is scheduled, such services should remain operative as will enable the flight to be safely continued and terminated. In achieving this –

a. Some reduction in the performance of particular services is permissible (e.g. airframe ice-protection),

b. It may be assumed that electrical loads are reduced in accordance with a pre-determined procedure which is consistent with safety in the types of operation for which the aeroplane is certificated, and

c. Consideration should be given to any restrictions that may be necessary should the air supply for cabin pressure be interrupted or seriously reduced consequent upon the failure of the power-units.

ACJ No. 8 to JAR 25.1309
Equipment, Systems and Installations (Interpretative Material)
See JAR 25.1309(c)

1 The reliability of each warning system should be compatible with the general reliability of the system for which it provides a warning.

2 Each warning system should be designed so as to minimise unnecessary warnings.

ACJ 25X1315
Negative Accelerations (Acceptable Means of Compliance)
See JAR 25X1315

1 Demonstration of compliance with JAR 25X1315 should be made by analysis and/or ground tests, and should be supported by flight tests.

2 *Analysis and/or Ground Tests.* Appropriate analysis and/or ground tests should be made on components of essential fluid systems and such other components as are likely to be adversely affected by negative acceleration to demonstrate that they will not produce a hazardous malfunction.

3 *Flight Tests*

3.1 The aeroplane should be subjected to –

a. One continuous period of at least five seconds at less than zero g, and, separately,

b. A period containing at least two excursions to less than zero g in rapid succession, in which the total time at less than zero g is at least five seconds.

3.2 The tests should be made at the most critical condition from the fuel flow standpoint, e.g. with fuel flow corresponding to maximum continuous power and with the fuel representing a typical operational low fuel condition as for a missed approach.

ACJ 25.1321(a)
Instruments; Arrangement and Visibility (Interpretative Material)
See JAR 25.1321(a)

Where an optimum position for both pilots is not possible, any bias should be in favour of the first pilot.

ACJ 25.1323(c)(2)
Airspeed Indicating System (Interpretative Material)
See JAR 25.1323(c)(2)

[From 1·23 V_{SR} to stall warning speed the rate of change of IAS with CAS should not be less than**]** 0·75.

ACJ 25.1323(c)(3)
Airspeed Indicating System (Interpretative Material)
See JAR 25.1323(c)(3)

[From V_{MO} to $V_{MO} + {}^{2}/_{3}\ (V_{DF} - V_{MO})$ the rate of change of IAS with CAS should not be less than 0·5.**]**