

Executive Director Decision

2020/023/R

of 15 December 2020

issuing the following:

**Issue 3 of the Certification Specifications and Guidance Material for Additional
airworthiness specifications for operations:**

‘CS-26 — Issue 3’

and

**Amendment 20 to the General Acceptable Means of Compliance for Airworthiness of
Products, Parts and Appliances**

‘AMC-20 — Amendment 20’,

and

**Amendment 4 to Issue 2 of the Acceptable Means of Compliance and Guidance Material
to Annex I (Part-M) to Commission Regulation (EU) No 1321/2014**

‘AMC and GM to Annex I (Part-M) to Commission Regulation (EU) No 1321/2014

‘Issue 2 — Amendment 4’

***‘Ageing aircraft structures; Reduction of runway excursions; Conversion of class D
compartments’***

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

Having regard to Regulation (EU) 2018/1139¹, and in particular Article 104(3)(a) thereof,

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

Having regard to Commission Regulation (EU) 2015/640², and in particular point 26.30(a) of Annex I (Part-26) thereto,

Having regard to Commission Regulation (EU) No 748/2012³, and in particular point 21.B.70 of Annex I (Part 21) thereto,

Having regard to Commission Regulation (EU) No 1321/2014⁴, and in particular Article 9 thereof,

Whereas:

- (1) EASA shall, pursuant to Article 76(3) of Regulation (EU) 2018/1139, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EU) 2018/1139 and of the delegated and implementing acts adopted on the basis thereof.
- (2) Certification specifications are non-binding technical standards issued by EASA which indicate the means to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, and which can be used by organisations for the purpose of certification.
- (3) Acceptable means of compliance are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof or with the certification specifications.
- (4) Guidance material is non-binding material issued by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EU) 2018/1139, the delegated and implementing acts adopted on the basis thereof, certification specifications and acceptable means of compliance.
- (5) With Decision 2015/013/R of 8 May 2015, the Executive Director issued certification specifications and guidance material for additional airworthiness specifications for operations (CS-26 — Issue 1).
- (6) With Decision No. 2003/012/RM of 5 November 2003, the Executive Director issued general acceptable means of compliance for airworthiness of products, parts and appliances (AMC-20).
- (7) With Decision 2015/029/R of 17 December 2015, repealing Decision 2003/19/RM of the Executive Director of the Agency of 28 November 2003, the Executive Director issued acceptable means of compliance and guidance material to Part-M, Part-145, Part-66, and Part-

² Commission Regulation (EU) 2015/640 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012 (OJ L 106, 24.4.2015, p. 18) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0640&qid=1606291919994>).

³ Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32012R0748&qid=1606292120069>).

⁴ Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1581349008980&uri=CELEX:32014R1321>).



147 of Regulation (EU) No 1321/2014 (AMC and GM to the Annexes to Regulation (EU) No 1321/2014 — Issue 2).

- (8) EASA shall, pursuant to Article 4(1)(a) of Regulation (EU) 2018/1139, reflect the state of the art and the best practices in the field of aviation and update its decisions taking into account worldwide aviation experience and scientific and technical progress in the respective fields.
- (9) Commission Regulation (EU) 2020/1159⁵, adopted on 5 August 2020, amended Commission Regulation (EU) 2015/640⁶. It introduced additional airworthiness requirements that are applicable to certain large aeroplanes that are newly produced on the basis of a design which has already been certified by EASA. These additional airworthiness requirements address the installation of a runway overrun awareness and alerting system that supports the flight crew during the landing phase in identifying and managing the risk of a runway excursion.
- (10) Commission Regulation (EU) 2020/1159 introduced as well additional airworthiness requirements that are applicable to all in-service large aeroplanes that have been produced on the basis of a design certified by EASA. These additional airworthiness requirements aim at mitigating the risk of injuries or fatalities in the event of an in-flight fire in the cargo or baggage compartment, by eliminating Class D cargo or baggage compartments from the certification specifications for large aeroplanes.
- (11) Commission Regulation (EU) 2020/1159 also introduced additional airworthiness requirements that are applicable to certain large aeroplane operators and to certain design approval holders. These additional requirements address the safety risks related to ageing phenomena in the structures of large aeroplanes. These risks include fatigue of the basic type design, widespread fatigue damage, corrosion, fatigue of changes and repairs, and continued operation with unsafe levels of fatigue cracking. The affected design approval holders will be required to develop comprehensive continuing structural integrity programmes for their aircraft types and will have to evaluate existing changes and repair designs for damage tolerance. At the same time, affected operators will have to incorporate the data provided by the design approval holders into their maintenance programmes whilst addressing the adverse effects of changes and repairs on each airframe and its associated maintenance requirements.
- (12) This Decision contains certification specifications (CS-26) that provide the standard means to show the compliance of products with these new requirements.
- (13) Additionally, this Decision contains amendments to AMC 20-20 in order to align this material with the new ageing aircraft requirements introduced into Part-26. Additionally, this AMC has been extensively reworded taking into account the latest available material and, where deemed appropriate, restructured to improve readability.
- (14) Finally, this Decision contains an amendment to Appendix I to AMC M.A.302 in order to establish the needed link between AMC M.A.302 and the new point 26.370 of Part-26.

⁵ Commission Implementing Regulation (EU) 2020/1159 of 5 August 2020 amending Regulations (EU) No 1321/2014 and (EU) No 2015/640 as regards the introduction of new additional airworthiness requirements (OJ L 257, 6.8.2020, p. 14) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R1159&qid=1605769128099>).

⁶ Commission Regulation (EU) 2015/640 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012 (OJ L 106, 24.4.2015, p. 18) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32015R0640&qid=1606307017202>).



(15) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure⁷, has widely consulted the interested parties on the matters which are the subject of this Decision, and has provided thereafter a written response to the comments received⁸,

HAS DECIDED:

Article 1

Annex I to this Decision is issued as Issue 3 of the Certification Specifications and Guidance Material for additional airworthiness specifications for operations (CS-26).

Article 2

Annex II to this Decision is issued as Amendment 20 to the General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances (AMC-20).

Article 3

Annex I (AMC & GM to Annex I (Part-M)) to Decision 2015/029/R of the Executive Director of the Agency of 17 December 2015 is amended as laid down in Annex III to this Decision.

Article 4

This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.

Cologne, 15 December 2020

*For the European Union Aviation Safety Agency
The Executive Director*

Patrick KY

⁷ EASA Management Board (MB) Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure') (<http://www.easa.europa.eu/system/files/dfu/EASA%20MB%20Decision%2018-2015%20on%20Rulemaking%20Procedure.pdf>).

⁸ <http://easa.europa.eu/document-library/comment-response-documents>

