



EASA
European Aviation Safety Agency

Future Regulation:

Part 26 retro-active requirements for Ageing Aircraft

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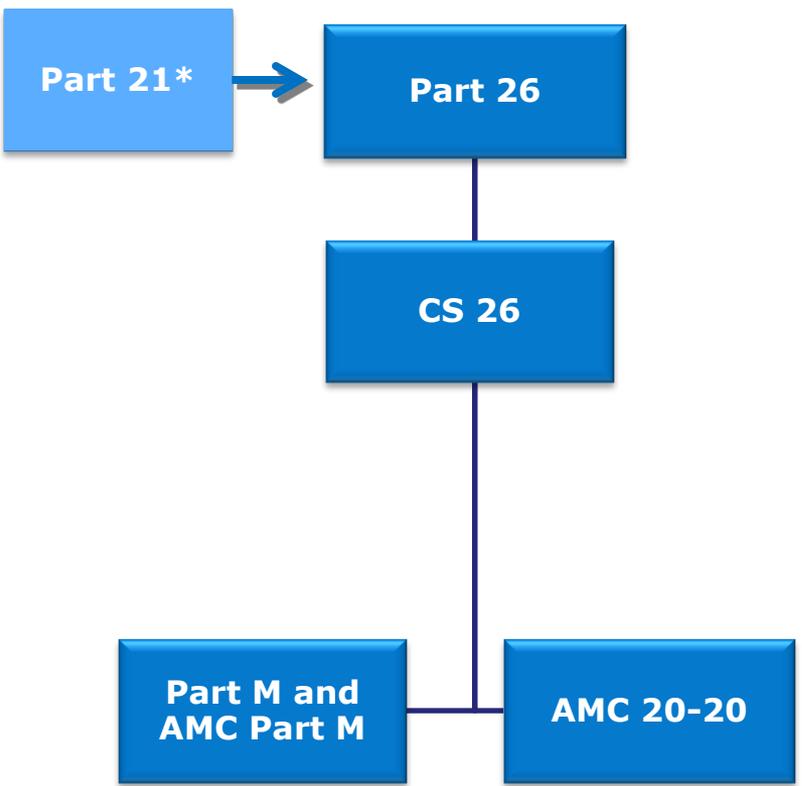
Part-26 / CS-26 concept

- New implementing rule based on article 5 of Basic Regulation
- Annex 1 to this new IR: Part-26
- Part-26 is catalogue of non-related retro-active airworthiness provisions
- Part-26 can be applicable to design approval holders and operators

- Part 26 for Ageing Aircraft: NPA 2013-07 (RMT 0225) was published for commenting in 2013.



RMT.0225(NPA 2013-07): Existing design, changes and repairs to existing design



Existing design, changes* and repairs* to existing design

Part 26: establishes high level objectives and answers to the questions: who, what and when.

CS-26 establishes compliance with Part 26 directly or with support from the AMC 20-20, and answers the question how.



RMT.0225(NPA 2013-07): Proposed rules, affected stakeholders and applicability

TC HOLDER (Large aircraft, > 1958, > 75000Lbs for LOV)

- ▶ **26.300** Continuing Structural Integrity for ageing aircraft structures — General requirements
- ▶ **26.310** Design changes impact on the LoV
- ▶ **26.320** Damage Tolerance data for existing repairs, existing changes, and existing repairs to changes to Fatigue-Critical Structure

STC HOLDER (Large aircraft, > 1958, > 30 pax or > 7500lbs payload)

- ▶ **26.330** DT data for existing STCs and repairs to STCs

ALL DAH (applicability = same as above)

- ▶ **26.350** Extension of an LoV
- ▶ **26.360** Fatigue and Damage Tolerance Evaluation of future repairs and changes

OPERATORS (Large aircraft under Part M)

- ▶ **26.370** Maintenance programme



RMT.0225 (NPA 2013-07): Actions required of STCHs

Rule	Action for all large aeroplanes	Due Date
26.330 (a)(1)	Review changes and repairs and identify the ones affecting FCS or that introduce new FCS.	Prior to 26.330 (a)(2)
26.330 (a)(2)	Develop and submit to the Agency a list of changes. Make list available.	12 months from entry into force After approval
26.330 (b)	DTE and develop DTI for changes and repairs and FCS.	24 months from entry into force



RMT.0225 (NPA 2013-07) Actions required of TCHs for exist. Changes and repairs

Rule	Action for large aeroplanes ≥ 30pax or $\geq 7\ 500$ lbs payload	Due Date
26.320 (a)	Create list of FCMS (\equiv FAR 26 FCAS)	12 months from entry into force
26.320 (a)	Make list of FCMS available	After approval
26.320 (b)	DTE and DTI of existing published repairs	18 months from entry into force
26.320 (d)	DTE and DTI of existing changes	18 months from entry into force
26.320 (c)	Develop REGs	24 months from entry into force

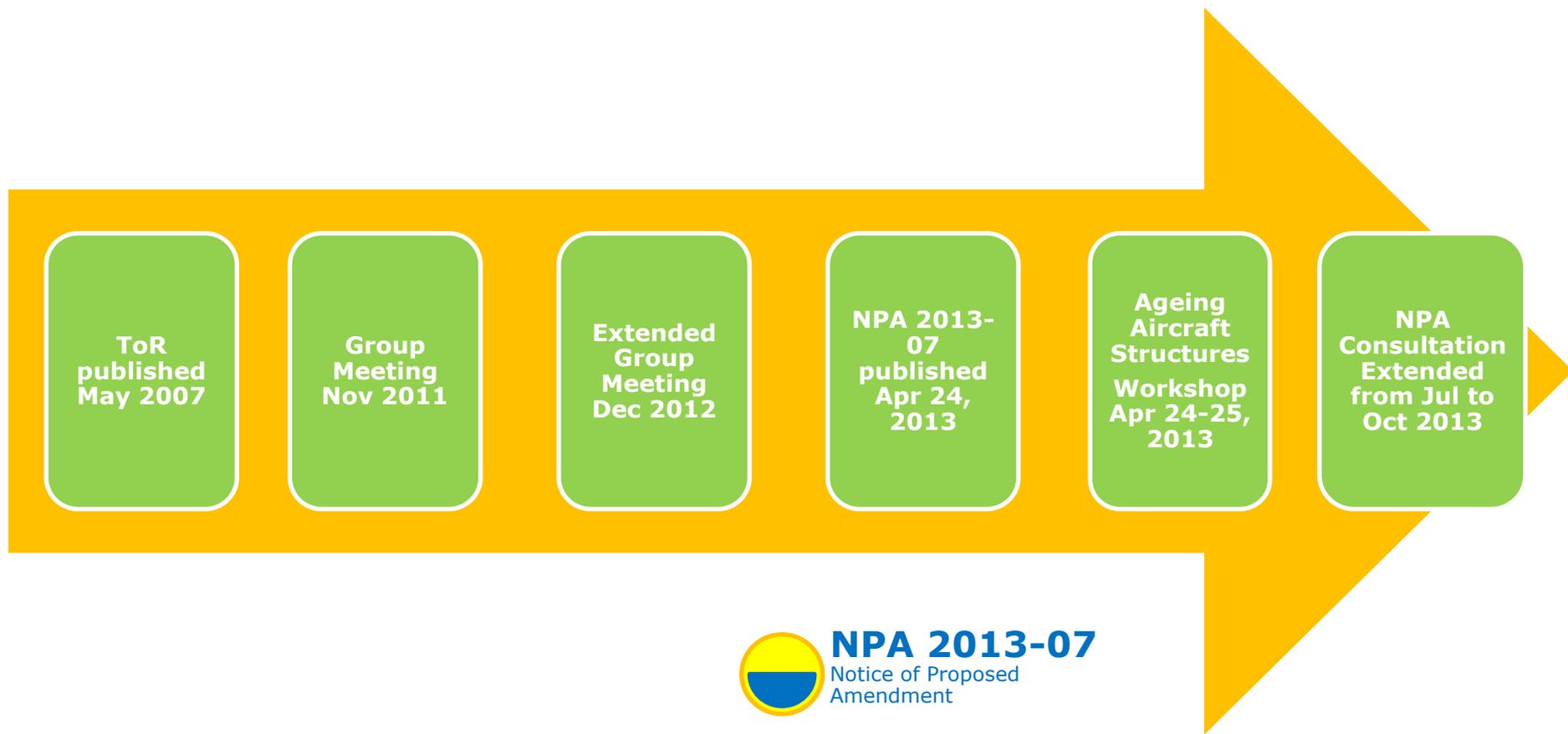


RMT.0225 (NPA 2013-07) Actions required of all applicants for future change or repair approval

Rule	Action for all large aeroplanes	Due Date
26.360 (a)	DTE and DTI for change applied for after entry into force submit to EASA	Before approval of change
26.360 (a)	DTE and DTI for future change applied for before entry into force	Within 12 months from entry into force or before approval if later
26.360 (a)	DTE and DTI for future repair	Three stage process – threshold within 12 months of initial approval DTE before threshold



RMT.0225 Ageing Aircraft Structures – Large Aeroplane – Actions to date





RMT.0225 Ageing Aircraft Structures – Large Aeroplane – Next steps

**CRD Drafting
Group Meeting
Q1 2014**

**CRD Internal
Review Q2 2014**

**CRD published
Q3-Q4 2014**

**Opinion
Internal
Consultation
Q4 2014**

**Opinion
Publication 2015**





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Questions?

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