CS-26 Issue 3 — Change Information

EASA publishes the issues of additional airworthiness specifications for operations (CS-26) as consolidated documents. These documents are used for establishing the certification basis for applications that are made after the date of entry into force of the applicable issue.

Consequently, except for a note '[Issue: 26/3]' under the amended paragraph, the consolidated text of CS-26 does not allow readers to see the detailed amendments that have been introduced compared to the previous issue. To allow readers to see these amendments, this document has been created. The same format as for the publication of notices of proposed amendments (NPAs) is used to show the changes:

— deleted text is ~~struck through~~;

— new or amended text is highlighted in blue; and

— an ellipsis '(…)' indicates that the rest of the text is unchanged.

Certification Specifications

and

Guidance Material

for

Additional airworthiness specifications for operations

CS-26

CONTENTS

GM1 26.303(a) Derogation from point (a)(ii)

GM1 26.332(a)(iii) Identification of published repairs to changes affecting fatigue-critical structure

GM1 26.332(c)(ii) and 26.334 FCMS and DTE for STCs and other changes approved prior to 1 September 2003

GM1 26.370(a)(ii) Means to address the adverse effects of repairs and modifications

GM1 26.400(b) Fire extinguishers

Book 1

Certification Specifications

SUBPART B — LARGE AEROPLANES

CS 26.50 Seats, berths, safety belts, and harnesses

Compliance with point 26.50 of Part-26 is demonstrated by (…)

CS 26.60 Emergency landing — dynamic conditions

Compliance with point 26.60 of Part-26 is demonstrated by (…)

CS 26.100 Location of emergency exits

Compliance with point 26.100 of Part-26 is demonstrated by (…)

CS 26.105 Emergency exit access

Compliance with point 26.105 of Part-26 is demonstrated by (…)

CS 26.110 Emergency exit markings

Compliance with point 26.110 of Part-26 is demonstrated by (…)

CS 26.120 Interior emergency lighting and emergency light operation

Compliance with point 26.120 of Part-26 is demonstrated by (…)

(d)(1)

(i) 10 seats or more, each passenger emergency exit locator sign and marking sign required by point 26.110(d) of Part-26 has red letters at least 38 mm (1 ½ inches) high on an illuminated white background, and has an area of at least 135 cm2 (21 square inches) excluding the letters. The lighted background-to-letter contrast is at least 10:1. The letter height to stroke-width ratio ~~are~~is not more than 7:1 nor less than 6:1. These signs are internally electrically illuminated with a background brightness of at least 86 cd/m2 (25 foot-lamberts) and a high-to-low background contrast no greater than 3:1. Other passenger emergency exit signs required by point 26.110(d) of Part-26 (…)

(ii) 9 seats or less, passenger emergency exit signs, that are required by point 26.110(d) of Part-26(…)

(e) Each sign required by point 26.120 of Part-26(…)

CS 26.150 Compartment interiors

Compliance with point 26.150 of Part-26 is demonstrated by (…)

(a) Upon any major replacement of any individual group of components as specified in Appendix F, Part I, sub-paragraph (a)(1)(i), such as interior ceiling panels, wall panels, etc., this individual group of components complies with Appendix F, Part I of this CS-26.(…)

CS 26.155 Flammability of cargo compartment liners

Compliance with point 26.155 of Part-26 is demonstrated by (…)

CS 26.156 Thermal/acoustic insulation materials

(a) Compliance with point 26.156(a) of Part-26 is demonstrated by complying with CS 25.856(a), or its equivalent.

(b) Compliance with point 26.156(b) of Part-26 is demonstrated by complying with CS 25.856(a), or its equivalent.

(c) Compliance with point 26.156(c) of Part-26 is demonstrated by complying with CS 25.856(b), or its equivalent.

CS 26.157 Conversion of Class D compartments

(a) Compliance with point 26.157(a) of Part-26 is demonstrated by showing compliance with CS 25.857(c) and CS 25.858, or the equivalent.

(b) Compliance with point 26.157(b) of Part-26 is demonstrated by showing compliance with:

(1) either CS 25.857(c) and CS 25.858, or the equivalent; or

(2) CS 25.857(e) and CS 25.858, or the equivalent.

CS 26.160 Lavatory fire protection

Compliance with point 26.160 of Part-26 is demonstrated by (…)

CS 26.170 Fire extinguishers

Compliance with point 26.170 of Part-26 is demonstrated by (…)

CS 26.200 Landing gear aural warning

Compliance with point 26.200 of Part-26 is demonstrated by (…)

CS 26.205 Runway overrun awareness and alerting systems

Compliance with point 26.205 of Part-26 is demonstrated by showing compliance with CS 25.705, or with the following:

(a) During approach (from a given height above the selected runway) and landing, the runway overrun awareness and alerting system (ROAAS) shall perform real-time energy-based calculations of the predicted landing stopping point, compare that point with the location of the end of the runway, and provide the flight crew with:

(1) in-flight, timely, and unambiguous predictive alert(s) of a runway overrun risk; and

(2) on-ground, timely, and unambiguous predictive alert(s) of a runway overrun risk. At the option of the applicant, the ROAAS may also provide an automated means of deceleration control that prevents or minimises runway overruns during landing.

(b) The ROAAS must at least accommodate dry and wet runway conditions for normal landing configurations.

CS 26.300(c), 26.330(c) and (d) Substantiation of change and repair status

Compliance with points 26.300(c), 26.330(c) and 26.330(d) of Part-26 is demonstrated by complying with points (a) or (b) of this CS:

(a) The change or repair is only applicable to an aeroplane that is demonstrated to be excluded from the ageing aeroplane requirements for damage tolerance in accordance with points 26.300(b) or 26.330(b) of Part-26.

(b) Evidence is provided showing that the change or repair is only incorporated into aeroplanes not in operation after:

(1) 26 February 2022 for demonstration of compliance with point 26.300(c) of Part-26; or

(2) 26 August 2022 for demonstration of compliance with point 26.330(c) of Part-26,

and it is demonstrated that such change or repair will not be incorporated into any other aeroplanes.

CS 26.301 Compliance plan for (R)TC holders and applicants

Compliance with point 26.301 of Part-26 is demonstrated when a compliance plan exists that includes the following:

(a) a project schedule identifying all the major milestones for meeting the compliance dates as specified in points 26.302 to 26.309 of Part-26, as applicable;

(b) a proposed means of compliance with the applicable requirements as specified in points 26.302 to 26.309 of Part-26, including as appropriate, methods and procedures for:

(1) performing the damage tolerance evaluation (DTE) of baseline structure, modified structure and published repairs;

(2) identifying the aeroplane structural configuration to be evaluated;

(3) identifying widespread fatigue damage (WFD)-susceptible structure;

(4) identifying the source of engineering data that will be used to perform the required evaluations;

(5) performing the WFD evaluation of structure;

(6) establishing a limit of validity (LOV) and plans for distribution upon approval (including incorporation of the LOV into the (airworthiness limitation section) ALS);

(7) identifying and developing the maintenance actions required to support the LOV;

(8) developing a baseline corrosion prevention and control programme (CPCP);

(9) establishing a process to ensure the continuing structural integrity programme remains valid;

(10) establishing the list of fatigue-critical baseline structures (FCBSs);

(11) developing the repair evaluation guidelines (REGs);

(c) a plan for submitting a draft of all the required compliance items for review by EASA not less than 60 days before the applicable compliance date.

CS 26.302 Fatigue and damage tolerance evaluation

Compliance with point 26.302 of Part-26 is demonstrated by complying with CS 25.571 Amendment 19, or subsequent amendment, or with points (a) or (b) of this CS:

(a) For aeroplane structures certified on the basis of JAR 25.571 Change 6 or 14 CFR §25.571 Amendment 44 or equivalent, or earlier amendments, a fatigue and damage tolerance evaluation according to JAR 25.571 Change 7 or 14 CFR §25.571 Amendment 45 or equivalent, or later amendment, exists, except that residual strength loads may be based upon the fail-safe load cases of the original certification basis. In addition, the inspection and other procedures resulting from this evaluation:

(1) are contained in an existing ALS; or

(2) are contained in a supplemental structural inspection document (SSID) mandated by an airworthiness directive (AD).

In both cases, the documentation includes the time in flight cycles, flight hours or another relevant measure by which the actions within the ALS/SSID are implemented.

(b) For aeroplane structures certified on the basis of JAR 25.571 Change 7 or 14 CFR §25.571 Amendment 45 or equivalent, or later amendments: the inspections or other procedures resulting from the DTE required by that certification basis are included in the ALS.

CS 26.303(a) and (c) Limit of validity

Compliance with points 26.303(a) and (c) of Part-26 is demonstrated by complying with CS 25.571 Amendment 19, or subsequent amendment, or with the following:

(a) The evaluation supporting the LOV required by point 26.303 of Part-26 includes a substantiation that WFD will not occur in the aeroplane structure. An ALS exists and includes the LOV of each aeroplane structural configuration required by point 26.303 of Part-26 and each LOV is supported by sufficient test evidence, analysis and, if available, service experience and teardown inspection results of high-time aeroplanes of similar structural design, accounting for differences in operating conditions and procedures. Where the certification basis of the aeroplane includes mixed requirements with respect to the CS/CFR Part 25/JAR 25.571 amendment status, the earliest amendment is used to define the compliance times.

(b) A list is established of all the maintenance actions upon which the LOV is dependent. The list identifies existing mandated actions, existing actions that have not been mandated at the date of entry into force of the rule and any new maintenance actions required. A schedule for the development and submission of the maintenance actions to EASA is agreed by EASA prior to the approval of the LOV. For compliance times, refer to points 26.303(b) or 26.303(d) and 26.303(e) of Part-26, as applicable. The new maintenance actions are established, and, together with the existing non-mandated actions, are submitted to EASA for approval according to the schedule agreed by EASA.

(c) Additional means of compliance are provided by Paragraph 8 of and Appendix 2 to AMC 20-20A.

CS 26.304(a) CPCP

Compliance with point 26.304 of Part-26 is demonstrated by complying with CS 25.571 Amendment 19 or subsequent amendment, or with points (a) or (b) of this CS:

(a) A baseline CPCP is established according to AMC 20-20A Paragraph 9 or equivalent means, it includes a statement that requires the operator to control corrosion to Level 1 or better, and is submitted to EASA for approval.

(b) A baseline CPCP already exists for the type that is either approved by EASA through the maintenance review board (MRB) and industry steering committee (ISC) using existing procedures for EASA maintenance review board report (MRBR) approval or through an existing EASA AD.

CS 26.305(a) and (c) Validity of the continuing structural integrity programme

Compliance with points 26.305(a) and 26.305(c) of Part-26 is demonstrated by complying with the following:

(a) Except as provided in point (h) of this CS, a process exists, and a report is submitted to EASA that describes the process and how it is implemented;

(b) The process is either continuous with each service finding, or is a regular review following several findings, or a combination of both;

(c) The process includes a plan to audit and report to EASA the effectiveness of the continuing structural integrity programme, including the continuing validity of the assumptions upon which it is based, prior to reaching any significant point in the life of the aeroplane;

(d) The process includes criteria for summarising findings of fatigue, environmental or accidental damage and their causes, and recording them in a way that allows any potential interaction to be evaluated;

(e) The process includes criteria to assess and record the relevance of each potential contributing factor to the finding, including operational usage, fatigue load spectra, environmental conditions, material properties, manufacturing processes and the fatigue and damage tolerance analytical methods of analysis and their implementation;

(f) The process includes criteria for establishing and revising sampling programmes to supplement the inspections and other procedures established in compliance with the applicable fatigue and damage tolerance requirements; and

(g) The process includes criteria for establishing when structures should be modified, or the inspection programme revised, in the light of in-service damage findings;

(h) Sunset criteria: The extent to which the above elements of the process require definition may be tailored to the size of the fleet and its expected useful remaining life.

(i) Additional means of compliance may be found in Paragraph 5 of and Appendix 5 to AMC 20-20A.

CS 26.306(a) and (d) Fatigue-critical baseline structure

Compliance with points 26.306(a) and 26.306(d) of Part-26 is demonstrated when a list of the FCBSs exists that has been identified in compliance with AMC 25.571 Appendix 5 or AMC 20-20A Appendix 3 paragraph 3.3, and which clearly describes the location and the extent of the FCBSs.

CS 26.307(a)(i),(ii) and (b) List of fatigue-critical modified structure

Compliance with points 26.307(a)(i) and (ii) and 26.307(b) of Part-26 is demonstrated when a list of the fatigue-critical modified structures (FCMSs) exists that has been identified in compliance with AMC 20-20A Appendix 3 paragraph 4, and which clearly describes the location and the extent of the FCMS.

CS 26.307(a)(iii) and (c) Damage tolerance data for existing changes to the FCS

Compliance with the fatigue and damage tolerance evaluation required by point 26.307 (a)(iii) and (c) of Part-26 is demonstrated by complying with CS 25.571 Amendment 19 or subsequent amendment, or with the following:

(a) The fatigue and damage tolerance evaluation is in accordance with the damage tolerance requirements of the applicable certification basis, except as provided in point (b) of this CS.

(b) For aeroplanes certified on the basis of JAR-25 Change 6 or 14 CFR §25.571 Amendment 44 or equivalent, or earlier amendments, the fatigue and damage tolerance evaluation of the change is in accordance with JAR-25 Change 7 or 14 CFR §25.571 Amendment 45, or equivalent, or later amendments, except that residual strength loads may be based upon the fail-safe load cases of the original certification basis.

CS 26.308 Damage tolerance data for existing published repairs to fatigue-critical structure

Compliance with point 26.308(a) of Part-26 is demonstrated when damage tolerance data is developed in accordance with AMC 20-20A Paragraph 7 and Appendix 3 for each existing published

repair to the fatigue-critical structure (FCS) identified in accordance with points 26.306 and 26.307 of Part-26.

CS 26.309 Repair evaluation guidelines

Compliance with point 26.309 of Part-26 is demonstrated when REGs are developed in accordance with AMC 20-20A Paragraph 7 and Appendix 3 for existing reinforcing repairs affecting the FCS identified in accordance with points 26.306 and 26.307 of Part-26.

CS 26.331 Compliance plan for STC holders

Compliance with point 26.331 of Part-26 is demonstrated when a compliance plan exists that includes:

(a) a project schedule identifying all the major milestones for meeting the compliance times specified in points 26.332 to 26.334 of Part-26;

(b) an explanation of how the changes that affect the FCS will be identified and presented;

(c) a proposed means of compliance with the DTE required by points 26.333 and 26.334 of Part-26;

(d) a plan for submitting drafts of all the compliance items required by point 26.330 of Part-26 for review by EASA not less than 60 days before the applicable compliance date.

CS 26.332 Identification of changes affecting fatigue-critical structure

(a) Compliance with points 26.332(a)(i) and 26.332(b) or 26.332(c)(i) of Part-26 is demonstrated when the changes affecting the FCBS are identified in compliance with AMC 20-20A Appendix 3 paragraph 4, and the list of changes has been submitted to EASA for approval.

(b) Compliance with points 26.332(a)(ii) and 26.332(b) or 26.332(c)(ii) of Part-26 is demonstrated when any associated FCMS has been identified in compliance with AMC 20-20A Appendix 3 paragraph 4, and the list of the FCMSs clearly describing the location and the extent of the FCMSs has been submitted to EASA for approval.

CS 26.333 and 26.334 Damage tolerance data for STCs, other changes and repairs to those STCs and changes

Compliance with the fatigue and damage tolerance evaluation required by points 26.333(a)(i) or 26.334(a)(i) of Part-26 is demonstrated by complying with CS 25.571 Amendment 19, or subsequent amendment, or with the following:

(a) The fatigue and damage tolerance evaluation is accomplished in accordance with the damage tolerance requirements of the applicable certification basis or a later amendment, except as provided in point (b) of this CS.

(b) For aeroplanes certified on the basis of JAR-25 Change 6 or 14 CFR §25.571 Amendment 44 or equivalent, or an earlier amendment, the fatigue and damage tolerance evaluation of the change or repair is accomplished in accordance with JAR-25 Change 7 or 14 CFR §25.571 Amendment 45, or equivalent, or later amendments, except that residual strength loads may be based upon the fail-safe load cases of the original certification basis.

CS 26.370 Continuing airworthiness tasks and aircraft maintenance programme — Operators and organisations responsible for maintenance programmes for large aeroplanes under Part-M

(a) Compliance with point 26.370(a)(i) of Part-26 is demonstrated by incorporating into the aircraft maintenance programme (AMP) the approved damage-tolerance-based inspection programme developed by the design approval holders in accordance with CS 26.302.

(b) Compliance with point 26.370(a)(ii) of Part-26 is demonstrated by complying with point (i) of this CS or by ensuring that the adverse effects that repairs and modifications may have on FCS are addressed by:

(1) incorporating into the AMP all available approved DTIs for modifications by 26 February 2024 following compliance with points (c) to (e) of this CS;

(2) complying with point (f) of this CS;

(3) incorporating in the AMP the approved DTIs for all other repairs and modifications in accordance with the schedule adopted in a plan to be included, or referred to, in the AMP by 26 February 2024 in compliance with points (g) and (h) of this CS.

(c) Review of aeroplane records and initial request for data

(1) A candidate list of the major modifications in the aeroplane that affect or include FCS has been identified by means of a review of records, and listed in a report prepared by the continuing airworthiness maintenance organisation by 26 February 2022.

(2) Requests for FCMS lists and DTIs for modifications identified in point (c)(1) above as supplemental type certificates (STCs) and other changes, approved prior to 1 September 2003, are submitted to the design approval holder by 26 March 2022, or an alternative source of approved DTIs is identified.

(3) A final list of the major modifications in the aeroplane that affect or include FCS, taking into account the candidate list in point (c)(1) above, the available design approval holder lists of changes that affect the FCBS and the continuing airworthiness management organisation's own evaluation, is included in a report prepared by the continued airworthiness management organisation. The report should be completed by 26 August 2022 or before operating the aeroplane in accordance with Part-CAT, whichever occurs later.

(d) Operator or owner review of design approval holder compliance data

A review has been conducted by the continuing airworthiness management organisation of the applicable documents supplied by type certificate (TC) holders and STC holders in compliance with points 26.302, 26.306 to 26.309 and 26.332 to 26.334 of Part-26, which supports the identification of the available FCS and DTIs relevant to each aeroplane.

(e) DTIs that should be incorporated into the AMP before 26 February 2024.

For modifications with an approved DTI that is available and compliant with points 26.307 or 26.333 of Part 26, all the applicable DTIs should be incorporated into the AMP by 26 February 2024 or before operating the aeroplane in accordance with Part-CAT, whichever occurs later.

(f) Modifications incorporated in an aeroplane imported to the EU after 26 February 2021

For all major modifications affecting FCS incorporated in an aeroplane that is imported to the EU after 26 February 2021, the applicable approved DTI should be obtained and incorporated into the AMP by 26 February 2024 or before operating the aeroplane in accordance with Part-CAT, whichever occurs later.

(g) Means to address the adverse effect of repairs and modifications that have not had DTIs incorporated into the AMP according to points (e) and (f) of this CS

(1) A plan has been established by the continuing airworthiness management organisation to obtain and implement all the applicable DT data for existing major modifications and reinforcing repairs affecting the FCS.

(2) The plan has been incorporated, in full or by reference, into the AMP for approval in accordance with point M.A.302 of Annex I (Part-M) to Regulation (EU) No 1321/2014.

(3) For each modification identified in the list contained in the report of point (c)(3) above and that is subject to this point, the plan shows that:

(i) requests for DT data have been made to the DAH that has to comply with point 26.334 of Part-26, and an agreement for obtaining approved DTIs is reached, or

(ii) an agreement is established with a third party to provide approved DTIs,

in order to support a schedule for incorporation of the DTIs into the AMP in accordance with point (h).

(4) In case a modification is identified after establishing the list of modifications according to point (c)(3) above, e.g. during an aeroplane survey, add that modification to the list.

(5) The plan ensures that reinforcing repairs to the FCS will be identified and assessed for DT by specifying processes for:

(i) conducting surveys and records reviews of the affected aeroplanes as necessary to ensure the identification and documentation of all the existing reinforcing repairs that affect the FCS; and

(ii) obtaining DT data for reinforcing repairs identified in point (g)(5)(i) above.

The plan does not need to include an aeroplane survey when the aeroplane certification basis for the complete structure of the aeroplane is CS 25.571. Reinforcing repairs are described in point 3.13.3 of Appendix 3 to AMC 20-20A.

(6) This plan also includes schedules for:

(i) conducting aeroplane surveys, obtaining DT data for repairs and incorporating all approved DTIs into the AMP considering the applicable REGs. Additional means of compliance may be found in Appendix 3 to AMC 20-20A;

(ii) obtaining DT data for all major modifications identified either in the plan or added to the list of modifications according to point (g)(4) above, and incorporating the applicable approved DTIs in the AMP in accordance with point (h) below.

(h) Schedule for obtaining DT data for certain modifications

For major modifications subject to point (g), a schedule is established for obtaining DT data such that:

(1) for major modifications identified in the plan in accordance with point (g)(3), all applicable approved DTIs will be incorporated into the AMP before 26 February 2026; and

(2) for major modifications identified according to point (g)(4), the applicable approved DTIs will be incorporated into the AMP by 26 February 2026 or within 12 months of the identification of that modification, or before operating the aircraft in accordance with Part-CAT, whichever occurs later.

(i) As an alternative to compliance with points (c) to (h) above, compliance with point 26.370(a)(ii) of Part-26 is demonstrated when a process exists and has been implemented to ensure that approved DTIs for all repairs and modifications affecting the FCS of an aeroplane have been incorporated into the AMP since the aeroplane first entered service.

(j) Compliance with point 26.370(a)(iii) of Part-26 is demonstrated by incorporating into the maintenance programme the most restrictive applicable limitation of points (1), (2) or (3) below, in flight cycles or flight hours or both, as appropriate:

(1) An EASA-approved LOV in accordance with Part-26, or

(2) An EASA-approved limitation on the applicability of the ALS of the instructions for continued airworthiness at the aeroplane level, in accordance with JAR/CS 25.571 and 25.1529 (or equivalent), or

(3) For aeroplanes listed in Table 1 below, the limitation in Table 1, unless EASA has approved different limitations in accordance with (1) or (2).

Type/Model	**FC/FH**
Boeing 707 (-300 Series and -400 Series)	20 000 FC
Boeing 720	30 000 FC
DC 8	50 000 FC/50 000 FH
DC-9	100 000 FC/100 000 FH
DC-10-10, -15	42 000 FC/60 000 FH
DC-10-30, -40, -10F, -30F, -40F	30 000 FC/60 000 FH
MD-10-10F	42 000 FC/60 000 FH
MD-10-30F	30,000 FC/60,000 FH
MD-90	60 000 FC/90 000 FH
Lockheed Electra L-188	26 600 FC
Lockheed Hercules 382 Series Hercules Models 382, 382B, 382E, 382F, and 382G	20 000 FC/50 000 FH
Lockheed Tristar L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3.	36 000 FC

Table 1

(k) Compliance with point 26.370(a)(iv) of Part-26 is demonstrated by incorporating a CPCP into the maintenance programme, and where a TC holder baseline CPCP produced in accordance

with point 26.304 of Part-26 exists, it is taken into account in the development of the operator's CPCP.

SUBPART C — LARGE ROTORCRAFT

CS 26.400 Fire extinguishers

Compliance with point 26.400 of Part-26 is demonstrated by (…)

Book 2

Guidance Material

SUBPART A — GENERAL PROVISIONS

GM1 26.1 JAR-26 / JAR/CS-25 / FAR-25+121 / OPS / Part-26 / CS-26 / GM-26 cross-reference table

(…)

JAR-26	JAR-25 / CS-25	FAR-25/ Part 121	OPS	Part-26	CS-26	GM-26
(…)						
N/A	CS 25.857 (c) & (e) CS 25.858	FAR 857(c) & (e) FAR 25.858 FAR 121.314(c)	n/a	26.157	CS 26.157	n/a
(…)						
N/A	CS 25.705	n/a	n/a	26.205	CS 26.205	GM1 26.205
(…)						
N/A	CS/JAR 25.571	FAR 25.571	N/A	26.300	CS 26.300(c), 26.330(c) and (d)	GM1 26.300(b) and 26.330(b); GM1 26.300(c) and 26.330(c)
N/A	N/A	N/A	N/A	26.301	CS 26.301	N/A
N/A	CS/JAR 25.571 (a) and (b)	FAR 25.571 (a) and (b)	N/A	26.302	CS 26.302	N/A
N/A	CS 25.571 at Amendment 19	FAR 25.571 at Amendment 132	N/A	26.303	CS 26.303 (a) and (c)	GM1 26.303(a)
N/A	CS/JAR 25.571 (a) and (b)	FAR 25.571 (a) and (b)	N/A	26.304	CS 26.304 (a)	GM1 26.332(a)(iii) 26.332(c)(ii)
N/A	N/A	N/A	N/A	26.305	CS 26.305 (a) and (c)	N/A
N/A	CS/JAR 25.571 (a) and (b)	FAR 25.571 (a) and (b)	N/A	26.306	CS 26.306 (a) and (d)	N/A
N/A	CS/JAR 25.571 (a) and (b)	FAR 25.571 (a) and (b)	N/A	26.307	CS 26.307 (a)(i),(ii), and (b); CS 26.307(a)(iii)and (c)	N/A

JAR-26	JAR-25 / CS-25	FAR-25/ Part 121	OPS	Part-26	CS-26	GM-26
N/A	CS/JAR 25.571 (a) and (b)	FAR 25.571 (a) and (b)	N/A	26.308	CS 26.308	N/A
N/A	CS/JAR 25.571 (a) and (b)	FAR 25.571 (a) and (b)	N/A	26.309	CS 26.309	N/A
N/A	CS/JAR 25.571 (a) and (b)	FAR 25.571 (a) and (b)	N/A	26.330	CS 26.300(c), 26.330(c) and (d)	GM1 26.300(b) and 26.330(b); GM1 26.300(c) and 26.330(c)
N/A	N/A	N/A	N/A	26.331	CS 26.331	N/A
N/A	CS/JAR 25.571 (a) and (b)	FAR 25.571 (a) and (b)	N/A	26.332	CS 26.332	GM1 26.332(a)(iii); GM1 26.332(c)(ii) and 26.334
N/A	CS/JAR 25.571 (a) and (b)	FAR 25.571 (a) and (b)	N/A	26.333	CS 26.333 and 26.334	N/A
N/A	CS/JAR 25.571 (a) and (b)	FAR 25.571 (a) and (b)	N/A	26.334	CS 26.333 and 26.334	GM1 26.332(c)(ii) and 26.334
N/A	N/A	N/A	N/A	26.370	CS 26.370	GM1 26.370(a)(ii)
N/A	n/a	n/a	n/a	26.400	CS 26.400	GM1 26.400

(…)

SUBPART B — LARGE AEROPLANES

(…)

GM1 26.156(a) Insulation materials installed as replacement

The requirement of point 26.156(a) of Part-26 is applicable to (…)

(…)

GM1 26.205 Runway overrun awareness and alerting systems

(a) When demonstrating compliance with CS 26.205, the applicant should take account of EUROCAE Document ED-250 'Minimum Operational Performance Standard for a Runway Overrun Awareness and Alerting System' dated December 2017.

(b) When demonstrating the compliance of the ROAAS with CS 25.1581 and CS 25.1585 or equivalent specifications, the applicant should include in the aeroplane flight manual the following elements:

(1) A description of the runway overrun awareness and alerting system (ROAAS) operational domain, including all the conditions in which the ROAAS is expected to perform its intended function,

(2) Any operational limitations applicable to the ROAAS, and

(3) Operational procedures to be used by the flight crew when ROAAS alerts are triggered.

GM1 26.300(b) and 26.330(b) Guidance on applicability

Any product for which the TC has been surrendered is not subject to points 26.300 to 26.334 of Part-26.

For aeroplane models with an EASA TC, the wording 'not operated any more' means that no aeroplanes of that model are operated anywhere in the world after 26 February 2021.

The following non-exhaustive list provides examples of how to demonstrate that an aeroplane model is not operated any more:

— Provide evidence that all the examples of that aeroplane model have been scrapped;

— Provide evidence that all the remaining examples of that aeroplane model are no longer in airworthy condition and are not expected to return to service in the future (e.g. permanent storage for the purpose of being transferred to a museum or scrapped).

GM1 26.300(c) and 26.330(c) Substantiation of change and repair status

The demonstration that a change or repair will not be incorporated into any other aeroplane can be achieved by:

(a) providing evidence that there are no available kits for such changes or repairs; or

(b) providing evidence that if kits are available, they will not be sold; or

(c) ensuring that no future production of such change/repair kits is permitted; or

(d) limiting the applicability of the changes and repairs subject to point 26.300(c) of Part-26 by updating the associated instructions for continued airworthiness.

GM1 26.303(a) Derogation from point (a)(ii)

Compliance with point 26.303(a)(ii) of Part-26 is not required if the holder of the (R)TC demonstrates that the aeroplane models affected by the service information for a maintenance action will not be operated any more after the scheduled point of submittal for the service information of that maintenance action.

The wording 'not operated any more' means that no aeroplanes of that model are operated anywhere in the world after the scheduled point of submittal of the service information.

The following non-exhaustive list provides examples of how to demonstrate that an aeroplane model is not operated any more:

— Provide evidence that all the examples of that aeroplane model have been scrapped;

— Provide evidence that all the remaining examples of that aeroplane model are no longer in airworthy condition and are not expected to return into service in the future (e.g. permanent storage for the purpose of being transferred to a museum or scrapped).

GM1 26.332(a)(iii) Identification of published repairs to changes affecting fatigue-critical structure

There is no requirement to list the published repairs to changes; however, the change approval holder will need to have identified these repairs in order to subsequently comply with points 26.333(a)(i) and 26.334(a)(i) of Part-26.

'Published repairs' are described in AMC 20-20A, Appendix 3, paragraph 4.3.3.

GM1 26.332(c)(ii) and 26.334 FCMS and DTE for STCs and other changes approved prior to 1 September 2003

The design approval holder should normally receive a request from an operator for FCMS lists and a DTI within 13 months of the date of applicability of the Regulation following the operator's review of records to identify modifications affecting the FCBS, (see CS 26.370(b)(ii)). The request should result in the design approval holder listing the FCMSs, performing a DTE and making the approved FCMS list and a DTI available to the operator.

Design approval holders are recommended to initiate DTE of STCs and other changes as soon as possible if it is considered likely that operators will make a request.

When a request is received, the date of its receipt should be recorded, and a record kept of the subsequent communications with the operator, the agreements reached, and actions taken. An example of such records would be a copy of the contract to perform the DTE.

If no request for a DTI is made by an operator prior to 26 February 2023, the design approval holder may assume that their support is not required by any operator to develop a DTI because the aeroplane is not currently in operation according to Regulation (EU) No 965/2012 Annex IV (Part-CAT).

In this case, it is not necessary for the design approval holder to develop an FCMS list or DT data until such a request is received from an operator; for example, when an aeroplane is incorporated into their fleet.

Note: It might also be possible that an operator operating under Regulation (EU) No 965/2012 Annex IV (Part-CAT) has engaged the support of a third party to develop the DTI, but there is no obligation on the design approval holder to verify whether this is the case. If a design approval holder is in a situation where the need to comply with point 26.334 of Part-26 is not clear, this should be highlighted to EASA in the frame of the discussion of the compliance plan required in point 26.331 of Part-26 in order to find a way forward.

GM1 26.370(a)(ii) Means to address the adverse effects of repairs and modifications

Unless an operator or owner complies with CS 26.370(i) and in order to comply in a timely manner with point 26.370(a)(ii) of Part-26, it is necessary to accomplish specific actions beforehand, to identify changes affecting the FCS, request the DT data, and review the design approval holder documentation, in accordance with CS 26.370 (c) and (d).

DTIs that should be available and incorporated into the AMP before 26 February 2024 are those DTIs that have been developed by the TC holder and STC holders in compliance with points 26.302, 26.307and 26.333 of Part-26. The timescales for those requirements should mean that the DT data is submitted to EASA for approval by 26 February 2023, and following approval, the design approval holder has to make the DTIs available to operators, allowing them to incorporate the data prior to 26 February 2024. The operator will need to identify and contact the design approval holder for the applicable modification and request DT data for the modification. If the design approval holder for a modification installed on an operator's aeroplane no longer exists or does not make the DTI available for some reason that is out of the operator's control, the DTI may be obtained and incorporated according to the schedules outlined in CS 26.370(h). In these cases, the plan used in accordance with CS 26.370(g) should show the course of action for that modification, including the agreements by which the DTIs will be obtained.

For modifications approved after 1 September 2003, if the operator decides not to obtain the DTI that is available from the design approval holder of the modification and elects to contract a third party, the timescale of CS 26.370(e) for the incorporation of the approved DTI into the AMP remains unchanged.

For the DTIs of modifications where the TC holder is not the approval holder and the approval was issued prior to 1 September 2003, the operator will have to make a request for that data to the approval holder, who would then have to comply with point 26.334 of Part-26 and make the DTIs available, or the operator may arrange with a third party to perform the DTE and provide approved DTIs. The DT data should be obtained, and the DTIs incorporated into the AMP according to the schedules outlined in CS 26.370(h), and this should be part of the plan used in accordance with CS 26.370(g).

When a request for DT data is made to the design approval holder that has to comply with point 26.334 of Part-26, it should be in written form, the date of the request should be recorded, and a record kept of the subsequent communications with the DAH, the agreements reached and the actions taken. An example of such records would be a copy of the contract to provide the DT data.

For each modification identified in the review of records as per CS 26.370(c), when the DTI for a modification is not already incorporated into the AMP, the operator should ensure that it will be

obtained. This means that the design approval holders of all modifications for which the operator has identified a potential need for DTIs should be approached in a timely manner.

For repairs, acceptable procedures for conducting aeroplane surveys, and schedules for obtaining, incorporating and implementing DTIs may be found in the applicable REGs made available by the TC holder as required by point 26.309 of Part-26 and described in Appendix 3 to AMC 20-20A.

SUBPART C — LARGE ROTORCRAFT

GM1 26.400(b) Fire extinguishers

1. LAVATORY FIRE EXTINGUISHERS

Appendix D to Report DOT/FAA/AR-96/122 'Development of a Minimum Performance Standard for Lavatory Trash Receptacle Automatic Fire Extinguishers' of February 1997 may be used for showing compliance with CS 26.400(b).

General guidance on the alternative extinguishing agents that are considered to be acceptable can be found in AMC 29.1197.

2. HANDHELD FIRE EXTINGUISHERS

Society of Automotive Engineers (SAE) Aerospace Standard (AS) 6271 'Halocarbon Clean Agent Hand-Held Fire Extinguisher' or European Technical Standard Order (ETSO) 2C515 'Aircraft Halocarbon Clean Agent — Handheld Fire Extinguisher' may be used for showing compliance with CS 26.400(b).

General guidance on the alternative extinguishing agents that are considered to be acceptable can be found in AMC 29.1197.