



EASA

European Aviation Safety Agency

Part/CS-26: Additional airworthiness requirements for operations

Peter Corbeel

Regulations and Certification Policy Section Manager

Certification Directorate

7 October 2015

Your safety is our mission.

An agency of the European Union





- Why
- Concept
- Scope /applicability
- General provisions
- Compliance demonstration
- Content
- Future developments



Part/CS-26: Why ?

Necessary to transpose JAR-26

- JAR-26 contained safety requirements affecting design or equipment of aircraft in service
- JAR-26 was applicable to operators
- mainly cabin safety requirements resulting from accident investigation reports and research in the late 80-ies.
- requirements important for maintaining the current occupant survivability
- legal gap to be prevented



Concept needs

Legally
binding

Agency
measure
insufficient

Need for IR

Flexible

Not too much
detail in IR;
only high level
objective

Details in CS

Compliance
registered:

CS-26.xxx can
be included in
cert basis



Part-26 / CS-26 concept (I)

New implementing rule based on article 5 of BR

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 / CS-26 concept (II)

Each Part-26 provision contains:

- Applicability (to whom, to what)
- Compliance period
- High level objective of the measure

Regulation 2015/640:

- Cover regulation
- Contains the first batch of Part-26 provisions: transposed from JAR-26
- Rule applicable to operators of large aeroplanes: change to Reg. 965/2012



Part-26 / CS-26 concept (III)

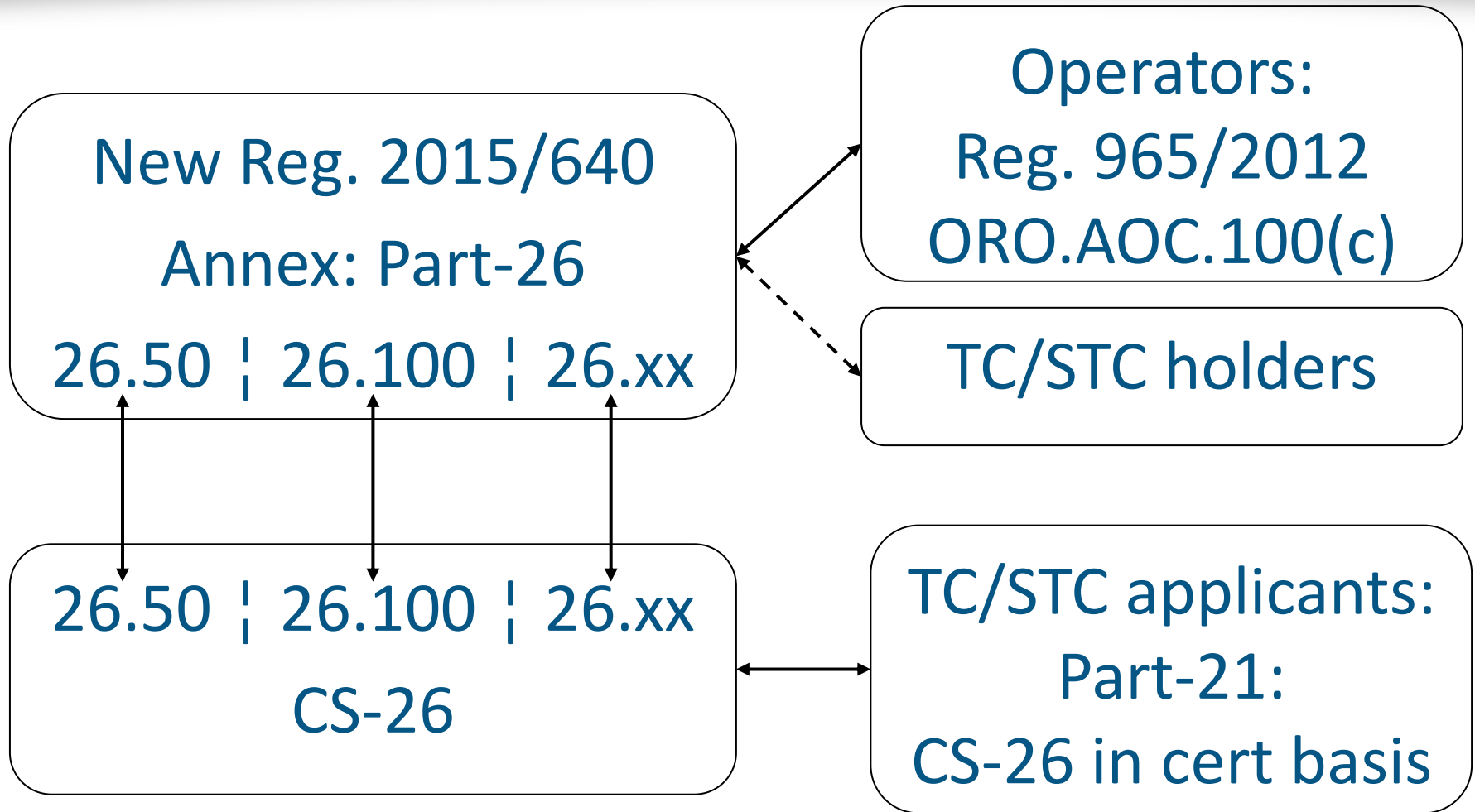
Linked to the Regulation 2015/640 is the CS-26

Each Part-26 provision supported by dedicated CS-26 paragraph with technical details how to comply (old JAR-26 text)

ACJ to JAR-26 has become GM to CS-26



Part-26 / CS-26 concept (IV)





Scope:

- Current:
 - Aircraft registered in EU
 - Aircraft used by EU operator
- Future:
 - Aircraft designed in EU
 - Aircraft manufactured in EU



Part-26 applicability

Applicability:

- Currently:
 - CAT operators
 - large aeroplanes
- Future:
 - Also to TC/STC holders
 - other operations
 - other aircraft categories
- Defined per paragraph



Part-26 applicability

- Part-26 creates legal requirement in its own right
 - However: limited enforcement tools
- For easier enforcement:
 - Also link in Reg. 965/2012
 - ORO.AOC.100(c)(1)
 - Future: link in Part-21



Part-26 entry into force

Publication:

- 23 April 2015
- Enter into force 14 May 2015

Grandfathering:

- Compliance with JAR-26 amdt 3 sufficient

Transition (art. 5.1):

- 2 years (14 May 2017)
 - Except 26.100 ('60 ft rule')

'non-regression' provision (art. 5.2)

- Not 'de-modify' during transition phase



Part-26 content Subpart A

26.10 Competent Authority

- Current: NAA
- Future: also EASA (for TC/STC holders)

26.20 Temporary inoperative equipment

- MEL can override Part-26

26.30 Demonstration of compliance

- CS-26 or other standard providing equivalent level of safety



Compliance demonstration: How?

- The recommended method for establishing compliance with Part-26 is by use of a compliance checklist
- The responsibility for ensuring that the compliance checklist remains current rests with the operator



Compliance demonstration: How?

- (S)TCDS records compliance with CS-26; or
- (S)TCDS records compliance with :
 - Relevant CS-25 paragraph initial issue or later; or
 - Equivalent FAR-25 paragraph at required Amdt level; or
- Compliance demonstrated against equivalent FAR 121 paragraph (e.g. for leased aircraft)
- OR: equivalent level of safety
 - Relevant JAR-25 paragraph at required change/Amdt level or later; or
 - Other acceptable standard
- see cross-reference table in GM1 26.1

JAR-26	JAR-25 / CS-25	FAR-25/ Part-121	OPS	Part-26	CS-26	GM-26
JAR 26.1	n/a	n/a	n/a	n/a	n/a	n/a
JAR 26.2	n/a	n/a	n/a	n/a	n/a	n/a
JAR 26.3	n/a	n/a	n/a	26.30(b)(2)	n/a	n/a
JAR 26.5	n/a	n/a	n/a	n/a	n/a	n/a
JAR 26.50	JAR 25.785(h), (j) & (k) at Change 8, 30/11/81 CS 25.785(g)	FAR 25.785(g), Amdt 25-51, 06/03/80 FAR 121.311 (d)(f) & (g) at Change 21, 17/02/98	OPS 1.730 CAT.IDE. A.205	Part 26.50	CS 26.50	GM1 26.50(c)
JAR 26.100	JAR 25.807(d)(7) at Change 13 and Amdt 93/1 08/03/93 CS 25.807	121.310(m)	n/a	Part 26.100	CS 26.100	n/a
JAR 26.105	JAR 25.813(d) to (f) at Change 8, 30/11/81 CS 25.813	121.310(f)	OPS 1.735 CAT.IDE. A.215	Part 26.105	CS 26.105	n/a
JAR 26.110	JAR 25.811(a) to (d) and (f) to (g) at Change 8, 30/11/81 JAR 25.811(e) at Change 14, 27/05/94 CS 25.811	121.310(b)	OPS 1.815 CAT.IDE. A.275	Part 26.110	CS 26.110	GM1 26.110(d) , & GM1 26.110 (e)(4)



Part-26 content Subpart B (I)

26.50 Seats, berths, safety belts, and harnesses

- Crew seat restraints + direct view

26.100 Location of emergency exits

- 60 ft rule in case of deactivated exits (through STC)

26.105 Emergency exit access

26.110 Emergency exit markings

26.120 Interior emergency lighting and emergency light operation

- Floor proximity path marking

26.150 Compartment interiors

- Fire protection



Part-26 content Subpart B(II)

26.155 Flammability of cargo compartment liners

26.160 Lavatory fire protection

- Smoke detector and fire extinguisher

26.200 Landing gear aural warning

26.250 Flight crew compartment door operating systems — single incapacitation

- Alternate means for cabin crew access



Part-26 / CS-26 future

Applicability of future Part-26 provisions to be determined case by case:

- To operator
- To design approval holder
- To both

Sometimes a provision could be better put in OPS rules

- If compliance is straightforward
- For consistency with other requirements



on-going / planned RMT for Part-26:

RMT. (26.001) Type III exit: access and ease of operation

- Task postponed

RMT.0069 (26.002) Dynamic seat testing 16 g

- NPA proposes production cut-in

RMT.0070 (26.003) Class D to C Cargo Compartment

- NPA proposes no rule

RMT.0071 (26.004) Thermal/acoustic insulations fire resistance

- NPA planned 2015

RMT. (26.005) Class B/F Cargo Compartment

- Task postponed

RMT. (26.006) Reinforced cockpit doors - Double incapacitation

- Task postponed



on-going / planned RMT for Part-26:

RMT.0075 (26.008) Flammability reduction means

- RMT closed (no rule)

RMT.0249 FDR and CVR improvements

- Will go into OPS requirements

RMT.0077 (26.010) Activation of ice protection

- Task deleted

RMT.0560 Phasing out of Halon (2)

- NPA 2014-26 issued 18-02-2015; Opinion planned 1Q 2016

RMT.0120 Rotorcraft ditching

- NPA for forward fit out soon; retrofit requires further work

RMT.0225 (MDM.028) Aging aircraft Structure

- Opinion planned 2015



EASA

European Aviation Safety Agency

Part/CS-26

Questions?

Your safety is our mission.

An agency of the European Union

