# PART-26 Subpart B compliance Check list and supplemented in CS-26

**COMMISSION REGULATION (EU) No 2015/640**

**Applicant**

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| **Operator Name** |  | **AOC no.** |  |
| **CAMO Name** |  | **CAMO no.** |  |
| **Aircraft** |
| **Manufacturer**  |  | **Type of designation** |  |
| **S/N** |  | **Year of manufacture** |  | **Aircraft Registration** |  |
| **MTOM (kg)** |  | **MAPSC** |  | **MOPSC** |  |
| **TCDS** |  | **First issue of CofA** |  |
| **Minimum Flight Crew** |  | **Minimum Cabin Crew** |  |
| **PAX seat configuration** |  | **Seats installed in the cockpit** |  |
| **Statement****The CS/Part-26 System & Equipment Requirements have been reviewed, and I certify that the aircraft is considered in conformity with the requirements of Annex I (Part-26) to Commission Regulation (EU) 2015/640.** |
| **Name of Applicant/Signature** |  | **Date**  |  |

 MTOM -Max Take-off Mass MAPSC - Maximum **Approved** Passenger Seating Capacity (defined by type design) M**O**PSC: Maximum **Operated** Passenger

1. **The intent of this compliance list is to ensure that an aircraft used in commercial air transport (CAT) as required by regulation 965/2012, ORO. AOC-100 (c)(1) However, certain requirements can also affect” large aeroplanes/helicopters” and this independently of the type of operation.**
2. **Completion :**

Each relevant box to be completed with [x] . If is not applicable complete column N/A with [x]

 Note 1 Please complete with [x]  if the requirement satisfied through type design as specified in Type Certificate Data Sheet (TCDS)

 Note 2 Add reference to the document that satisfied the requirement: STC number, embodiment of service publication (SB, SC, etc) with reference /revision number and date of accomplishment; If there are no documents or if the requirements is N/A, add reference of other compliance documents (Modification)

 To provide more information’s please use the box at the end of this documents

 Note 3 Due to technically requirements the explanations are not reproduce in total in this check list. The check box confirms that the requirements are met. For more explanation see Part 26 and CS 26. For more information you can access Easy Access Rule <https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-additional-airworthiness-specifications-2>

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| **Requirements** | **Compliance** | **Requirements as specified in TCDS****(Note 1)** | **Comments/Method of compliance****(Note 2)** |
| **YES** | **N/A** |
| **26.20 Temporary inoperative equipment** |
| *A flight shall not be commenced when any of the aircraft’s instruments, items of equipment, or functions required by this Part are inoperative or missing unless waived by the operator’s Minimum Equipment List as defined in Part-ORO.MLR.105 and approved by the competent authority.* |
| MEL | [ ]  | [ ]  | [ ]  |  |
| **26.50 Seats, berths, safety belts, and harnesses**  |
| *Operators of large aeroplanes used in commercial air transport, type certified on or after 1 January 1958, shall ensure that each flight or cabin crew member seat and its restraint system are configured in order to provide an optimum level of protection in an emergency landing whilst allowing the occupant's necessary functions and facilitating rapid egress.* |
| Seats at flight deck station | [ ]  | [ ]  | [ ]  |  |
| Cabin crew member seat | [ ]  | [ ]  | [ ]  |  |
| Cabin crew seat location | [ ]  | [ ]  | [ ]  |  |
| Occupant of a seat with more than 18-degree angle | [ ]  | [ ]  | [ ]  |  |
| **26.60 Emergency landing – dynamic conditions**  |
| *Operators of large aeroplanes used in commercial air transport of passengers, type-certified on or after 1 January 1958, and for which the individual certificate of airworthiness is first issued on or after 26 February 2021 shall demonstrate for each seat type design approved for occupancy during taxiing, take-off or landing that the occupant is protected when exposed to loads resulting from emergency landing conditions. The demonstration shall be made by one of the following means:*  |
| Successfully completed dynamic tests | [ ]  | [ ]  | [ ]  |  |
| Dynamic tests performed under subparagraph (a) shall not exceed the performance measures (3 -10) | [ ]  | [ ]  | [ ]  |  |
| *The obligation set out in the first paragraph shall not apply to the following seats:* *(a) flight deck crew seats;* *(b) seats in low-occupancy aeroplanes involved only in on-demand non-scheduled commercial air transport operations;*  *(c) seats in an aeroplane model listed in Table A.1 of Appendix 1 and carrying a manufacturer serial number listed in that Table* *The corresponding Appendix 1* *of (EU) 2021/97 is not part of the present checklist* |
| **26.100 Location of emergency exits**  |
| *Except for aeroplanes having an emergency exit configuration installed and approved prior to 1 April 1999, operators of large aeroplanes used in commercial air transport having a maximum operational passenger seating configuration of more than nineteen with one or more emergency exits deactivated shall ensure that the distance(s) between the remaining exitsremains (remain) compatible with effective evacuation* |
| Emergency exit configuration | [ ]  | [ ]  | [ ]  |  |
| **26.105 Emergency exit access**  |
| *Operators of large aeroplanes used in commercial air transport shall provide means to facilitate the rapid and easy movement of each passenger from their seat to any of the emergency exits in case of an emergency evacuation.* |
| Reserved | [ ]  | [ ]  | [ ]  |  |
| Obstruction of passageways | [ ]  | [ ]  | [ ]  |  |
| Doors between cabin compartments | [ ]  | [ ]  | [ ]  |  |
| Latching of cabin compartment doors | [ ]  | [ ]  | [ ]  |  |

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| **Requirements** | **Compliance** | **Requirements as specified in TCDS****(Note 1)** | **Comments/Method of compliance****(Note 2)** |
| **YES** | **N/A** |
| **26.110 Emergency exit markings**  |
| *Operators of large aeroplanes used in commercial air transport shall comply with the following:**(a) means shall be provided to facilitate the location, access, and operation of emergency exits by cabin occupants under foreseeable conditions in the cabin in case of an emergency evacuation;**(b) means shall be provided to facilitate the location and operation of emergency exits by personnel on the outside of the aeroplane in case of an emergency evacuation.* |
| Marking of exit, means of access, and means of opening | [ ]  | [ ]  | [ ]  |  |
| Recognition of identity and location of exits | [ ]  | [ ]  | [ ]  |  |
| Assist means in condition of dense smoke | [ ]  | [ ]  | [ ]  |  |
| Exit location signs | [ ]  | [ ]  | [ ]  |  |
| **26.120 Interior emergency lighting and emergency light operation** |
| *Operators of large aeroplanes used in commercial air transport shall provide means to ensure that illuminated exit signage, general cabin and exit area illumination, and low level exit path illumination is available to facilitate the location of exits and movement of passengers to the exits in case of emergency evacuation.* |
| Independence of the emergency lighting system | [ ]  | [ ]  | [ ]  |  |
| Operation features of the emergency lighting systemPart CAT.IDE.A.275 (b)(4) and (5) to be considered | [ ]  | [ ]  | [ ]  |  |
| Cabin and floor path illuminationYear of TC application to be considered | [ ]  | [ ]  | [ ]  |  |
| Emergency exit locator signs and markingsYear of TC application to be considered | [ ]  | [ ]  | [ ]  |  |
| Design of the required sign by Part 26.120 | [ ]  | [ ]  | [ ]  |  |
| **26.150 Compartment interiors** |
| *Operators of large aeroplanes used in commercial air transport shall comply with the following:**(a) all materials and equipment used in compartments occupied by the crew or passengers shall demonstrate flammability characteristics compatible with minimising the effects of in-flight fires and the maintenance of survivable conditions in the cabin for a time commensurate with that needed to evacuate the aircraft;**(b) smoking prohibition shall be indicated with placards;**(c)* *disposal receptacles shall be such that containment of an internal fire is ensured;* *such receptacles shall be marked to prohibit the disposal of smoking materials* |
| Flammability requirements | [ ]  | [ ]  | [ ]  |  |
| Heat release and smoke density requirements | [ ]  | [ ]  | [ ]  |  |
| Replacement of the cabin interior components MOPSC >19 | [ ]  | [ ]  | [ ]  |  |
| Ashtrays and placards | [ ]  | [ ]  | [ ]  |  |
| **26.155 Flammability of cargo compartment liners** |
| *Operators of large aeroplanes used in commercial air transport, type certified after 1 January 1958, shall ensure that the liners of Class C or Class D cargo compartments are constructed of materials that adequately prevent the effects of a fire in the compartment from endangering the aircraft or its occupants.* |
| Construction of liner panels | [ ]  | [ ]  | [ ]  |  |
| Design features | [ ]  | [ ]  | [ ]  |  |

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| **Requirements** | **Compliance** | **Requirements as specified in TCDS****(Note 1)** | **Comments/Method of compliance****(Note 2)** |
| **YES** | **N/A** |
| **26.156 Thermal or acoustic insulation materials** |
| *Operators of large aeroplanes used in commercial air transport, type certified on or after 1 January 1958, shall ensure that:* *(a) for aeroplanes for which the first individual certificate of airworthiness is issued before* ***18 February 2021****, when new thermal or acoustic insulation materials are installed as replacements on or after* ***18 February 2021****, those new materials have flame propagation resistance characteristics which prevent or reduce the risk of flame propagation in the aeroplane;* *(b) for aeroplanes for which the first individual certificate of airworthiness is issued on or after* ***18 February 2021****, thermal and acoustic insulation materials have flame propagation resistance characteristics which prevent or reduce the risk of flame propagation in the aeroplane;* *(c) for aeroplanes for which the first individual certificate of airworthiness is issued on or after* ***18 February 2021*** *and with a passenger capacity of 20 or more, thermal and acoustic insulation materials (including the means of fastening the materials to the fuselage) installed in the lower half of the aeroplane have flame penetration resistance characteristics which prevent or reduce the risk of flame penetration into the aeroplane after an accident and which ensure survivable conditions in the cabin for a time needed to evacuate the aeroplane.* |
| Compliance with 26.156(a) of Part-26 is demonstrated by complying with CS 25.856(a), or its equivalent. | [ ]  | [ ]  | [ ]  |  |
| **26.157 Conversion of class D compartments** |
| *Operators of large aeroplanes used in commercial air transport, type certified on or after 1 January 1958, except for operators of an aeroplane model listed in* [*Table A.1 of Appendix*](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R1254) *1 to Part 26 shall ensure that* ***(apply from 26 August 2023)****:* *(a) for aeroplanes, the operation of which involves the transport of passengers, each Class D cargo or baggage compartment, regardless of its volume, complies with the certification specifications applicable to a Class C compartment;**(b) for aeroplanes, the operation of which involves the transport of cargo only, each Class D cargo compartment, regardless of its volume, complies with the certification specifications applicable to either a Class C or a Class E compartment* |
| Operation involving transport of passengers:Converted Class D compartments comply with the certification specifications applicable to a Class C compartment | [ ]  | [ ]  | [ ]  |  |
| Operation involving transport of cargo only: Class D cargo compartment comply with the certification specifications applicable to either a Class C or a Class E compartment | [ ]  | [ ]  | [ ]  |  |
| **26.160 Lavatory fire protection** |
| *Operators of large aeroplanes used in commercial air transport with a maximum operational passenger seating configuration of more than 19 (MOPSC) shall comply with the following:**Lavatories shall be equipped with:**(a) smoke detection means;**(b) means to automatically extinguish a fire occurring in each disposal receptacle* |
| Smoke detector system | [ ]  | [ ]  | [ ]  |  |
| Built-in fire extinguisher for each disposal receptacle | [ ]  | [ ]  | [ ]  |  |
| **26.170 Fire extinguishers** |
| *Operators of large aeroplanes shall ensure that the following extinguishers do not use halon as an extinguishing agent:* *(a) built-in fire extinguishers for each lavatory waste receptacle for towels, paper or waste in large aeroplanes for which the first individual certificate of airworthiness is issued on or after 18 February 2020;* *(b) portable fire extinguishers in large aeroplanes for which the first individual certificate of airworthiness is issued on or after 18 May 2019.* |
| Extinguishing agent must not be one of the agents listed in Annex A- Group II of `The Montreal Protocol on Substances that Deplete the Ozone Layer', 8th Edition, 2009 | [ ]  | [ ]  | [ ]  |  |
| Kind, quantity and acceptance of the agent. Compartment specific usability. | [ ]  | [ ]  | [ ]  |  |
| Any agent used in a personnel compartment must be selected to minimise the hazard of a toxic gas concentration; and | [ ]  | [ ]  | [ ]  |  |
|  a discharge of the extinguisher must not cause any structural damage. | [ ]  | [ ]  | [ ]  |  |
| **Requirements** | **Compliance** | **Requirements as specified in TCDS****(Note 1)** | **Comments/Method of compliance****(Note 2)** |
| **YES** | **N/A** |
| **26.200 Landing gear aural warning** |
| *Operators of large aeroplanes used in commercial air transport shall ensure that an appropriate landing gear aural warning device is installed in order to significantly reduce the likelihood of landings with landing gear inadvertently retracted.* |
| Activation of aural warning device | [ ]  | [ ]  | [ ]  |  |
| Integration of warning system | [ ]  | [ ]  | [ ]  |  |
| Flap position sensing unit | [ ]  | [ ]  | [ ]  |  |
| **26.201 Tyre inflation pressure**  |
| *Operators of large aeroplanes shall minimise the risk of a tyre being below its minimum serviceable inflation pressure during operation* |
| Minimum serviceable inflation pressure specified by TC Holder | [ ]  | [ ]  | [ ]  |  |
| The operator ensures that one, or a combination, of the following means is (are) used: (a) An AMP task that requires tyres inflation pressure checks to be performed at a suitable time interval ref see point (c) (b) Tyre inflation monitoring that (i) provides an alert if the inflation pressure is below the minimum serviceable inflation pressure, or(ii) allows pressures check prior dispatch with pressure check task included in the pre-flight check list (see point d)(c) Pressure checks are conducted daily in order to ensure that the elapsed clock time between two consecutive tyre inflation pressure checks does not exceed 48 hours (CS.26.201 (c)(d) if tyre pressure monitoring system installed- potential consequences of an alert not being provided, as well as with the consequences of false alerts; includes the effects of the failure of one or more tyres; included in AMP to ensure that the calibration of the tyre pressure monitoring system is maintained((CS.26.201 (d) | [ ]  | [ ]  | [ ]  |  |
| [ ]  | [ ]  | [ ]  |  |
| [ ]  | [ ]  | [ ]  |  |
| [ ]  | [ ]  | [ ]  |  |
| **26.205 Runway overrun awareness and alerting systems** |
| *a) Operators of large aeroplanes used in commercial air transport shall ensure that every aeroplane for which the first individual certificate of airworthiness was issued on or after* ***1 January 2025****, is equipped with a runway overrun awareness and alerting system.**b) This system shall be designed in a manner allowing to reduce the risk of a longitudinal runway excursion during landing by providing an alert, in-flight and on the ground, to the flight crew when the aeroplane is at risk of not being able to stop within the available distance to the end of the runway.* |
| Runway overrun awareness and alerting system installed | [ ]  | [ ]  | [ ]  |  |
| In-flight and on ground crew alerting if the aeroplane is at risk of not being able to stop within the available RWY distance | [ ]  | [ ]  | [ ]  |  |

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| **26.250 Flight crew compartment door operating systems — single incapacitation** |
| *Operators of large aeroplanes used in commercial air transport shall ensure that flight crew compartment door operating systems, where installed, be provided with alternate opening means in order to facilitate access by cabin crew members into the flight crew compartment in the case of a single flight crew member incapacitation* |
| Means to enable a cabin crew to enter the pilot compartment in case of single flight crew member incapacitation. ORO.SEC.100.A to be considered | [ ]  | [ ]  | [ ]  |  |
| **26.370 Continuing airworthiness tasks and aircraft maintenance programme — Operators and organisations responsible for maintenance programmes for large aeroplanes under Part-M** |
| *Operators or owners of turbine-powered large aeroplanes certified on or after 1 January 1958 shall ensure the continuing airworthiness of ageing aeroplanes structures by preparing the aircraft maintenance programme provided for in point M.A.302 of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014 that shall include:* |
| Incorporating into AMP the approved DTIs (damage-tolerance-based inspection programme) developed by the design approval holders in accordance with CS 26.302DTI incorporated before February 2024 | [ ]  | [ ]  | [ ]  |  |
| Evaluation of adverse effects that repairs and modifications may have on FCS (fatigue-critical structure) |  |  |  |  |
| Review of aeroplane records and initial request for data |  |  |  |  |
| Operator or owner review of design approval holder compliance data |  |  |  |  |

**LARGE HELICOPTERS**

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| **26.20 Temporary inoperative equipment** |
| *A flight shall not be commenced when any of the aircraft’s instruments, items of equipment, or functions required by this Part are inoperative or missing unless waived by the operator’s Minimum Equipment List as defined in Part-ORO.MLR.105 and approved by the competent authority.* |
| MEL | [ ]  | [ ]  | [ ]  |  |
| **26.400 Fire extinguishers** |
| *Operators of large helicopters shall ensure that the following extinguishers do not use halon as an extinguishing agent:* *(a) built-in fire extinguishers for each lavatory waste receptacle for towels, paper or waste in large helicopters for which the individual certificate of airworthiness is first issued on or after 18 February 2020;* *(b) portable fire extinguishers in large helicopters for which the individual certificate of airworthiness is first issued on or after 18 May 2019* |
| Built-in fire extinguishers | [ ]  | [ ]  | [ ]  |  |
| Portable fire extinguishers |  |  |  |  |

 **Points 26.410, 26.415, 26.420, 26.425, 26.430, 26.431 and 26.435 (related to CAT.IDE.H.300, CAT.IDE.H.320,** **NCC.IDE.H.227 and** **SPO.IDE.H.199 to Regulation (EU) No 965/2012) are not covered in this check list. If one of these points is applicable, fill the table bellow**

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| **26.xxx**  |
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| **26.xxx**  |
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| **26.xxx**  |
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| **26.xxx**  |
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|  | [ ]  | [ ]  | [ ]  |  |

**The underneath listed Part-/CS-26 paragraphs are applicable for TC, STC and Holder of a change approval and may have an indirect effect concerning continuing airworthiness, maintenance, servicing and or repair of aircraft.**

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| **Requirements** | **Compliance** | **Requirements as specified in TCDS****(Note 1)** | **Comments****(Note 2)** |
| **YES** | **N/A** |
| **26.300 Continuing structural integrity programme for ageing aeroplanes structures — general requirements** |
| *a) A holder of a type-certificate (TC) or a restricted TC for a turbine-powered large aeroplane certified on or after 1 January 1958, for which the application for TC was submitted before 1 January 2019, shall establish a continuing structural integrity programme for ageing aeroplane structures, which shall comply with the requirements set out in points 26.301 to 26.309.* *(b) Paragraph (a) shall not apply to an aeroplane model, which was issued with a type-certificate before 26 February 2021 and which meets any of the following conditions:* *(i) it is listed in Table A.1 of Appendix 1 of this Annex;* *(ii) it is not operated anymore after 26 February 2021;* *(iii) it has not been certified to conduct civil operation with a payload or passengers;* *(iv) it has a restricted TC issued before 26 February 2021 in accordance with damage tolerance requirements, provided that it is not operated beyond 75 % of its design service goal and is primarily operated in support of the approval holders manufacturing operation;* *(v) it is certified with a restricted TC and is designed primarily for firefighting. The exceptions provided for in paragraph (b)(ii) to (b)(v) shall apply only after the holder of a type-certificate (TC) or a restricted TC submits to the Agency before 27 May 2021 for approval a list identifying the aeroplane type and models, variations or serial numbers together with information supporting the reasons why the aeroplane has been included in the list.* *(c) For an aeroplane model which was issued with a first type-certificate before 26 February 2021 and for which an existing change or repair is not and will not be incorporated in any aeroplane in operation on and after 26 February 2022, paragraphs (a)(ii) and (a)(iii) of point 26.307 and paragraph (a)(ii) of point 26.308 shall not apply if before 26 February 2022 the holder of a typecertificate (TC) or a restricted TC submits to the Agency for the approval the list of all changes and repairs.* | [ ]  | [ ]  | [ ]  |  |

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| **26.301 Compliance Plan for (R)TC holders** |
| *(a) A holder of a type-certificate (TC) or a restricted TC for a turbine-powered large aeroplane certified on or after 1 January 1958, for which the application for TC was submitted before 1 January 2019, shall:* *(i) establish a compliance plan for continuing structural integrity that describes the planned demonstration of compliance with the requirements set out in points 26.302 to 26.309;* *(ii) submit the compliance plan for continuing structural integrity referred in paragraph (i) to the Agency before 27 May 2021 for approval.* *(b) An applicant for a TC or restricted TC referred to in letter (c) of Article 1 paragraph 2 shall:* *(i) establish a compliance plan for continuing structural integrity that describes the planned demonstration of compliance with the requirements set out in points 26.303 to 26.306;* *(ii) submit the compliance plan for continuing structural integrity referred to in paragraph (i) to the Agency before 27 May 2021 or, before the issuance of the certificate, if it occurs later, for approval.* | [ ]  | [ ]  | [ ]  |  |
| **26.302 Fatigue and damage tolerance evaluation** |
| 1. *A holder of a type-certificate (TC) or a restricted TC, for a turbine-powered large aeroplane certified to carry 30 passengers or more, or with a payload capacity of 3 402 kg (7 500 lbs) or more, certified on or after 1 January 1958, for which the application for TC was submitted before 1 January 2019, shall carry out a fatigue and damage tolerance evaluation of the aeroplane structure and develop the DTI that will avoid catastrophic failures due to fatigue throughout the operational life of the aeroplane.*

*(b) Unless the documentation describing the DTI referred to in paragraph (a) have already been approved by the Agency in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, the holder of a TC or a restricted TC shall submit that documentation to the Agency before 26 February 2023 for approval.* | [ ]  | [ ]  | [ ]  |  |

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| **26.303 Limit of Validity** |
| (*a) A holder of a type-certificate (TC) or a restricted TC, for a turbine-powered large aeroplane certified on or after 1 January 1958, for which the application for TC was submitted before 1 January 2019, certified with a maximum take-off weight (MTOW) greater than 34 019 kg (75 000 lbs), shall: (i) establish a limit of validity (LOV) and include that LOV in an amended ALS; (ii) identify existing and new maintenance actions upon which the LOV depends, and develop service information necessary for operators to implement those maintenance actions and submit the service information for the maintenance actions to the Agency in accordance with a binding schedule agreed with the Agency. The aeroplane structural configurations to be evaluated for the purpose of establishing the LOV shall include all model variations and derivatives approved under the TC before 26 February 2021 and all structural changes and replacements to the structural configurations of those aeroplanes that are required by an airworthiness directive issued before 26 February 2021. By way of derogation from paragraph (a)(ii), a holder of a type-certificate (TC) or a restricted TC for a turbine- powered large aeroplane shall not be required to develop and submit to the Agency the service information for a maintenance action applicable to an aeroplane model which will not be operated anymore after the scheduled point of submittal for the service information of that maintenance action. For this exception to take effect, the holder of a typecertificate (TC) or a restricted TC shall inform the Agency not later than the date at which the aeroplane model ceases operation.* *(b) The holder of the type-certificate (TC) or the restricted TC shall submit the LOV established in accordance with paragraph (a) and the amendment to the ALS referred to in that paragraph together with the binding schedule to the Agency, before the deadlines established in paragraphs (i) to (iii), for approval: (i) 26 August 2022 for fatigue critical structure with a certification basis that does not include a damage tolerance evaluation;* ***(ii) 26 February 2026 for aeroplane structure subject to ongoing full-scale fatigue testing at the date of the applicability of this amending Regulation; (iii) 26 February 2025 for all other aeroplane structures.*** *(c) An applicant for a TC or restricted TC as referred in letter (c) of Article 1 paragraph 2, for a turbine-powered large aeroplane with a maximum take-off weight (MTOW) greater than 34 019 kg (75 000 lbs), shall: (i) establish a limit of validity (LOV) and include that LOV in the ALS; (ii) identify existing and new maintenance actions upon which the LOV depends, and develop service information necessary for operators to implement those maintenance actions and submit the service information for the maintenance actions to the Agency in accordance with a binding schedule agreed with the Agency.* *(d) The applicant for a TC or restricted TC as referred in letter (c) of Article 1 paragraph 2 shall submit the LOV established in accordance with paragraph (c) and the ALS referred to in that paragraph together with the binding schedule to the Agency, for approval.* | [ ]  | [ ]  | [ ]  |  |
| **26.304 Corrosion prevention and control programme** |
| *(a) A holder of a type-certificate (TC) or a restricted TC for a turbine-powered large aeroplane certified on or after 1 January 1958, for which the application for TC was submitted before 1 January 2019, shall establish a baseline corrosion prevention and control programme (CPCP).* *(b) Unless the baseline CPCP referred to in paragraph (a) has already been approved by the Agency in accordance with point 21.A.3B(c)(1) of Annex 1 to Regulation (EU) No 748/2012 or in a maintenance review board report (MRBR) approved by the Agency, the holder of a type certificate (TC) or a restricted TC shall submit the CPCP to the Agency before 26 February 2023, for approval.* *(c) An applicant for a TC or restricted TC as referred to in letter (c) of Article 1 paragraph 2, for a turbine-powered large aeroplane shall establish a baseline corrosion prevention and control programme (CPCP) prior to the TC being issued.* | [ ]  | [ ]  | [ ]  |  |

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| **26.305 Validity of the continuing structural integrity programme** |
| *(a) A holder of a type-certificate (TC) or a restricted TC for a turbine-powered large aeroplane certified on or after 1 January 1958, for which the application for TC was submitted before 1 January 2019, shall establish and implement a process that ensures that the continuing structural integrity programme remains valid throughout the operational life of the aeroplane, taking into account service experience and current operations.* *(b) The holder of a type-certificate (TC) or a restricted TC shall submit a description of the process referred to in paragraph (a) to the Agency before 26 February 2023 for approval. The holder of a type-certificate (TC) or a restricted TC shall implement the process within 6 months after its approval by the Agency. (c) An applicant for a TC or restricted TC as referred to in letter* *(c) of Article 1 paragraph 2 for a turbine-powered large aeroplane, shall establish and implement a process that ensures that the continuing structural integrity programme remains valid throughout the operational life of the aeroplane, taking into account service experience and current operations. It shall submit a description of the process to the Agency before 26 February 2023, or before the issuance of the certificate, whichever occurs later, for approval and shall implement the process within 6 months after its approval by the Agency.* | [ ]  | [ ]  | [ ]  |  |
| **26.306 Fatigue critical baseline structure** |
| *(a) A holder of a type-certificate (TC) or a restricted TC for a turbine-powered large aeroplane certified on or after 1 January 1958, for which the application for TC was submitted before 1 January 2019, and certified to carry 30 passengers or more, or with a payload capacity of 3 402 kg (7 500 lbs) or more shall identify and list the fatigue- critical baseline structures (FCBS) for all aeroplane model variations and derivatives included in the TC or restricted TC.* *(b) The holder of a type-certificate (TC) or a restricted TC shall submit the list of the structures referred to in paragraph (a) to the Agency before 26 August 2021 for approval.* *(c) Upon approval of the list referred to in paragraph (a) by the Agency, the holder of a type certificate (TC) or a restricted TC shall make it available to operators and persons required to comply with points 26.330 and 26.370.* *(d) An applicant for a TC or restricted TC as referred to in letter (c) of Article 1 paragraph 2, for a turbine-powered large aeroplane to be certified to carry 30 passengers or more, or with a payload capacity of 3 402 kg (7 500 lbs) or more shall identify and list the fatigue-critical baseline structures (FCBS) for all aeroplane model variations and derivatives included in the TC or restricted TC. It shall submit the list of these structures to the Agency before 26 August 2021, or before the issuance of the certificate, whichever occurs later, for approval.* *(e) Upon approval of the list referred to in paragraph (d) by the Agency, the applicant for a TC or restricted TC as referred to letter (c) of Article 1 paragraph 2 shall make it available to operators and persons required to comply with point 26.370.* | [ ]  | [ ]  | [ ]  |  |
| **26.307 Damage tolerance data for existing changes to fatigue critical structure** |
| *(a) A holder of a type-certificate (TC) or restricted TC for a turbine-powered large aeroplane certified on or after 1 January 1958 certified to carry 30 passengers or more, or with a payload capacity of 3 402 kg (7 500 lbs) or more, for changes and fatigue-critical modified structure (FCMS) existing on 26 February 2021 shall:* *(i) review existing design changes (design modifications) and identify all changes that affect FCBS identified in accordance with point 26.306;* *(ii) for each change identified in accordance with paragraph (a)(i), identify any associated fatigue-critical modified structure (FCMS);* *(iii) for each change identified in accordance with paragraph (a)(i), perform a damage tolerance evaluation and establish and document the associated damage tolerance inspections;**(b) The holder of a type-certificate (TC) or a restricted TC shall submit the list of all fatigue-critical modified structure (FCMS) identified in accordance with paragraph (a)(ii) to the Agency before 26 February 2022, for approval.* *(c) The holder of a type-certificate (TC) or a restricted TC shall submit the damage tolerance data, including DTI, resulting from the evaluation performed in accordance with paragraph (a)(iii) to the Agency before 26 August 2022, for approval.* *(d) Upon approval by the Agency of the FCMS list submitted in accordance with paragraph (b), the holder of a type- certificate (TC) or restricted shall make that list available to operators and persons required to comply with points 26.330 and 26.370* | [ ]  | [ ]  | [ ]  |  |
| **26.308 Damage tolerance data for existing repairs to fatigue-critical structure** |
| *(a) A holder of a type-certificate (TC) or restricted TC for a turbine-powered large aeroplane certified on or after 1 January 1958 certified to carry 30 passengers or more, or with a payload capacity of 3 402 kg (7 500 lbs) or more, for published repairs existing on 26 February 2021 shall: (i) review the repair data and identify each repair specified in the data that affects the fatigue-critical baseline structure and the fatigue-critical modified structure identified in accordance with paragraph (a) of point 26.306 and paragraph (a)(ii) of point 26.307; (ii) perform a damage tolerance evaluation for each repair identified in accordance with paragraph (a)(i), unless previously done.**(b) The holder of a type-certificate (TC) or restricted TC shall submit the damage tolerance data, including DTI, resulting from the evaluation performed in accordance with paragraph (a)(ii) to the Agency before 26 May 2022, for approval, unless already approved in accordance with point 21.A.435(b)(2) of Annex I (Part 21) to Regulation (EU) No 748/2012 before 26 August 2022.* | [ ]  | [ ]  | [ ]  |  |
| **26.309 Repair evaluation guidelines** |
| *(a) A holder of a type-certificate (TC) or restricted TC for a turbine-powered large aeroplane certified on or after 1 January 1958 certified to carry 30 passengers or more, or with a payload capacity of 3 402 kg (7 500 lbs) or more and for which the TC or restricted TC was issued prior to 11 January 2008, shall develop repair evaluation guidelines (REGs) to establish: (i) a process for conducting surveys of affected aeroplane that enables the identification and documentation of all existing repairs affecting the fatigue-critical structure identified in accordance with paragraph (a) of point 26.306 and paragraph (a)(ii) of point 26.307; (ii) a process that enables operators to obtain a DTI for repairs identified in accordance with paragraph (a)(i); (iii) an implementation schedule that provides time frames for conducting aeroplane surveys, obtaining DTIs and incorporating DTIs into the maintenance programme of the operator of the aeroplane.* *(b) The holder of a TC or a restricted TC shall submit the repair evaluation guidelines developed in accordance with paragraph (a) to the Agency before 26 February 2023, for approval* | [ ]  | [ ]  | [ ]  |  |
| **26.330 Damage tolerance data for existing supplemental type certificates (STCs), other existing major changes and existing repairs affecting those changes or STCs** |
| *(a) A holder of a STC issued before 26 February 2021 for a major change, or a holder of a major change that has been deemed approved in accordance with Article 4 of Regulation (EU) No 748/2012, for large aeroplanes certified on or after 1 January 1958 to carry 30 or more passengers or that have a payload capacity of 3 402 kg (7 500 lbs) or more, shall support operators required to comply with point 26.370(a)(ii) by addressing the adverse effects of those changes and repairs to those changes on the aeroplane structure and shall comply with the requirements set out in points 26.331 to 26.334.* *(b) Paragraph (a) shall not apply to major changes and repairs to an aeroplane model first certified prior to 26 February 2021 when that aeroplane model meets any of the following conditions: (i) it is listed in Table A.1 of Appendix 1; (ii) it does not operate anymore after 26 February 2021; (iii) it has not been certified to conduct civil operation with a payload or passengers; (iv) it has a restricted TC and have been certified in accordance with damage tolerance requirements, provided that it is not operated beyond 75 % of its design service goal and is primarily operated in support of the restricted TC holders manufacturing operation; (v) it is certified with a restricted TC and is designed primarily for firefighting;* *(c) Paragraph (a) shall not apply to major changes and repairs to an aeroplane first certified prior to 26 February 2021 when the changes or repairs are not, and will not be, embodied on any aeroplane in operation on or after 26 August 2022.* *(d) The exceptions provided for in paragraph (b)(ii) to (b)(v) and (c) shall apply only after the change approval holder submits a list of changes that affect fatigue-critical baseline structure, together with information supporting the reasons why each change has been included in the list, to the Agency before 26 February 2022 for approval.* | [ ]  | [ ]  | [ ]  |  |
| **26.331 Compliance Plan for STC holders** |
| *A holder of a change approval shall:* *(a) establish a compliance plan that addresses the requirements of points 26.332 to 26.334;* *(b) submit the compliance plan referred in paragraph (a) to the Agency before 25 August 2021, for approval..331 Compliance Plan for STC holders* | [ ]  | [ ]  | [ ]  |  |
| **26.332 Identification of changes affecting fatigue critical structure**  |
| *(a) A holder of a change approval shall:* *(i) review the changes and shall identify those changes that affect fatigue-critical baseline structure;* *(ii) for each change identified in accordance with paragraph (a)(i), identify any associated FCMS;**(iii) identify the published repairs affecting each change identified in accordance with paragraph (a)(i).* *(b) The holder of a change approval that was issued on or after 1 September 2003, shall develop and submit a list of the changes and FCMS identified in accordance with paragraphs (a)(i) and (a)(ii) to the Agency before 26 February 2022, for approval, and, upon approval by the Agency, make the list available to persons and operators required to comply with paragraph (b)(ii) of point 26.370.* *(c) The holder of a change approval that was issued before 1 September 2003 shall:* *(i) develop and submit a list of the changes identified in accordance with paragraph (a)(i)to the Agency before 26 February 2022, for approval;* *(ii) upon request of an operator required to comply with point 26.370(a)(ii) for a change, identify and list any FCMS associated with the change and submit this data to the Agency within 12 months from the operators request, for approval;* *(iii) upon approval of any data submitted according to paragraphs (c)(i) and (c)(ii), make that data available to persons and operators required to comply with paragraph (b)(ii) of point 26.370.* | [ ]  | [ ]  | [ ]  |  |
| **26.333 Damage tolerance data for STCs and repairs to those STCs approved on or after 1 September 2003** |
| (a) A *holder of a change approval that was issued on or after 1 September 2003 shall:* *(i) for changes and published repairs identified in accordance with paragraph (a)(i) of point 26.332 and paragraph (a)(iii) of point 26.332, perform a damage tolerance evaluation;* *(ii) establish and document the associated damage tolerance inspection, unless it has already been done.* *(b) The holder of a change approval shall submit the damage tolerance data resulting from the damage tolerance evaluation performed in accordance with paragraph (a)(i) to the Agency before 26 February 2023, for approval, unless it is already approved in accordance with point 21.B.111 of Annex I (Part 21) to Regulation (EU) No 748/2012.* *(c) By way of derogation from paragraph (b), for changes that did not have a damage tolerance evaluation requirement in the certification basis, the holder of a change approval identified in paragraph (a) shall submit the damage tolerance data resulting from the damage tolerance evaluation performed in accordance with paragraph (a) to the Agency, within the following deadlines, whichever occurs later*, for *approval: (i) prior to an aeroplane with that change embodied being operated in accordance with Annex IV (Part-CAT) to Regulation (EU) No 965/20121 ; or (ii) before 26 February* 2023. | [ ]  | [ ]  | [ ]  |  |
| **26.334 Damage tolerance data for STCs and other changes and repairs to those changes approved before 1 September 200** |
| (*a) Upon request of an operator required to comply with point 26.370(a)(ii), a holder of a change approval that was issued before 1 September 2003 shall:* *(i) for changes and published repairs identified in accordance with paragraph (a)(i) of point 26.332 and paragraph (a) (iii) of point 26.332, perform a damage tolerance evaluation;* *(ii) establish and document the associated damage tolerance inspection, unless it has already been done.* *(b) The holder of a change approval shall submit the damage tolerance data resulting from the evaluation performed in accordance with paragraph (a)(i) to the Agency:* *(i) within 24 months from receipt of a request, for requests received prior to 26 February 2023, for approval; or* *(ii) before 26 February 2025 or within 12 months from receipt of a request, whichever occurs later, for requests received on or after 26 February 2023, for approval.* | [ ]  | [ ]  | [ ]  |  |
| **26.370 Continuing airworthiness tasks and aircraft maintenance programme** |
| *Operators or owners of turbine-powered large aeroplanes certified on or after 1 January 1958 shall ensure the continuing airworthiness of ageing aeroplanes structures by preparing the aircraft maintenance programme provided for in point M.A.302 of Annex I (Part-M) to Commission Regulation (EU) No 1321/20141 that shall include:* *(i) for aeroplanes certified to carry 30 passengers or more, or with a payload capacity greater than 3 402 kg (7 500 lbs), an approved damage-tolerance-based inspection programme;* *(ii) for aeroplanes operated in accordance with Annex IV (Part-CAT) to Regulation (EU) No 965/2012 and certified to carry 30 passengers or more or with a payload capacity greater than 3 402 kg (7 500 lbs), a means for addressing the adverse effects that repairs and modifications may have on fatigue-critical structure and on inspections provided for in point (a)(i);* *(iii) for aeroplanes certified with a maximum take-off weight (MTOW) greater than 34 019 kg (75 000 lbs) an approved LOV;* *(iv) a CPCP;* | [ ]  | [ ]  | [ ]  |  |
| (*b) The following deadlines shall apply to the obligation referred to in paragraph (a):* *(i) the aircraft maintenance programme shall be revised to address the requirements of points (a)(i), (a)(ii) and (a) (iv) before 26 February 2024 or before operating the aeroplane, whichever occurs later;* *(ii) the aircraft maintenance programme shall be revised to address the requirements of point (a)(iii) before 26 August 2021, or 6 months after the publication of the LOV, or before operating the aeroplane, whichever occurs later;* | [ ]  | [ ]  | [ ]  |  |
| *(c) For an aeroplane model first certified before 26 February 2021 and:* *(i) that does not operate anymore after 26 February 2024 points (a)(i), (a)(ii) and (a)(iv) shall not apply;* *(ii) that does not operate anymore after 26 August 2021 point (a)(iii) shall not apply;* *(iii) with a restricted TC issued before 26 February 2021 in accordance with damage tolerance requirements, provided that it is not operated beyond 75 % of its design service goal and is primarily operated in support of the approval holders manufacturing operation points (a)(i), (a)(ii) and (a)(iv) shall not apply;* |  |  |  |  |
| *(d) For an aeroplane model with a restricted type certificate issued before 26 February 2021 and the primary purpose of which is firefighting, points (a)(i) and (a)(ii) shall not apply.* |  |  |  |  |