#### 6th Annual Airworthiness Seminar - Bolivia

# Implementation of Part 26 Rules

Presented to: 6th Annual Airworthiness Seminar -Bolivia By: Robert Sprayberry, AIR-400

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Federal Aviation Administration

### **Topics to be Covered**

- 14 CFR Part 26 Background
- Purpose of the Part 26 Rules
- 14 CFR Part 26 Rules
- Effect on U.S. Operators
- Supporting our Foreign Partners
- Wrapping it all up



#### 14 CFR Part 26 Background

#### • 2003

- The FAA Flight Standards (AFS) and Aircraft Certification (AIR) Services reviewed certain safety initiatives for transport category airplanes.
- The goal of the review was to develop an integrated plan for efficiently implementing safety improvements.

#### • 2007

- Part 26 is implemented @ amendment level
- Typically applies only to DAHs such as Boeing, Airbus, Bombardier, and Embraer



#### **Purpose of the Part 26 Rules**

- 14 CFR Part 26 was created to support fleet wide proactive approach to
  - Identify potential failures
  - Develop necessary fixes before accidents happen
- Shared responsibility between
  - Authorities
  - DAH
  - Operators
- Previous attempts at proactive rulemaking were only partially successful



#### 14 CFR Part 26 Rules

- Address safety issues involving large fleets of airplanes
  - Wide spread fatigue damage
  - Fuel tank issues
  - Aging airplane safety
- Require design approval holders (DAHs) to
  - take action for existing airplanes
  - make data available to operators
- Do not apply directly to operators
  - Supporting guidance can be found in FAA Advisory Circular 26-1



#### **Effect on U.S. Operators**

- If there is a requirement for operators, there will be a corresponding operational rule
- For example: Limit of Validity (LOV) Rule
  - -26.21 required DAHs to
    - establish LOV
    - incorporate that LOV into an airworthiness limitation item (ALI)
    - make the ALI available to operators
  - 121.1115 and 129.115 required operators to
    - incorporate the ALI from part 26 into their maintenance program



# Effect on U.S. Operators, Cont'd

- FAA AC 26-1; Continued Airworthiness and Safety Improvements
  - Per paragraph 4. f. highlights the relationship between the DAH, the operators, and the FAA
    - Operators are not typically involved in the certification or data development/approval phases of the process
    - Primarily operators are expected to ensure incorporation of the DAH's changes into their effected fleet
  - PS-ANM110-7-12-2005, effective July 2005
    - Has more information about the DAH's and operators' responsibilities
    - Also outlines how the FAA and operator work together when a DAH no longer exists



### Effect on U.S. Operators, Cont'd

- The U.S. operator should propose a plan based on data and documents approved by the FAA Oversight Office in consideration of the following:
  - Incorporating airplane ICA
  - Changing its CAMP
  - Including compliance schedule(s) for the operational rules
  - Revising its minimum equipment list (MEL)
  - Submitting the proposed changes to their PI or the cognizant FSDO for review and approval



# **Supporting our Foreign Partners**

- As an International Civil Aviation Organization (ICAO) signatory we have a responsibility to the international aviation community
- As a State of Design (SoD) we have a responsibility to support our approvals on products and articles within our purview
  - This includes assisting foreign States of Registry (SoR) when design issues arise



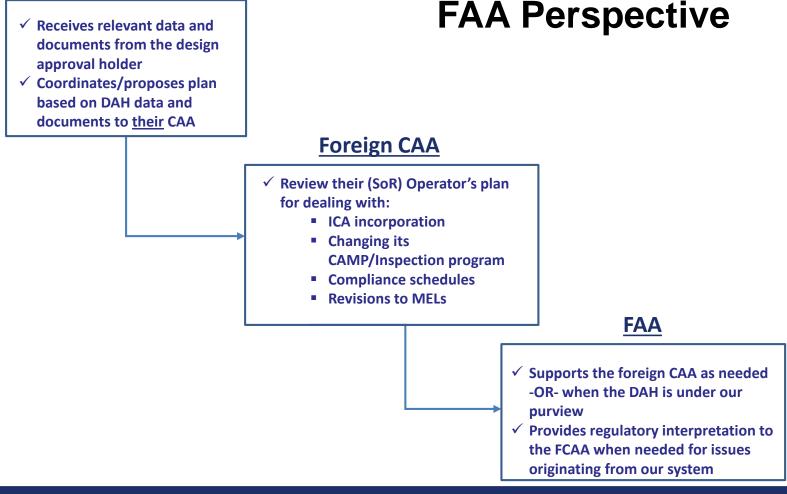
### **Supporting our Foreign Partners**

#### How about we walk through that visually?



# **Supporting our Foreign Partners**

#### **Foreign Operator**





# Wrapping it all up

- How does 14 CFR part 26 affect a non-U.S. operator?
  - Your operational responsibilities flow back to your CAA (the applicable SoR)
  - Your CAA will dictate to you their "Part 26" (or similar) responsibilities
    - These may or may not derive from U.S. design approval holders
  - Your CAA will work with the FAA as needed for any technical assistance issues that may arise
    - Typically only required when the FAA is the cognizant SoD



### FAA Contact Info.

#### FAA Part 26 POC

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