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



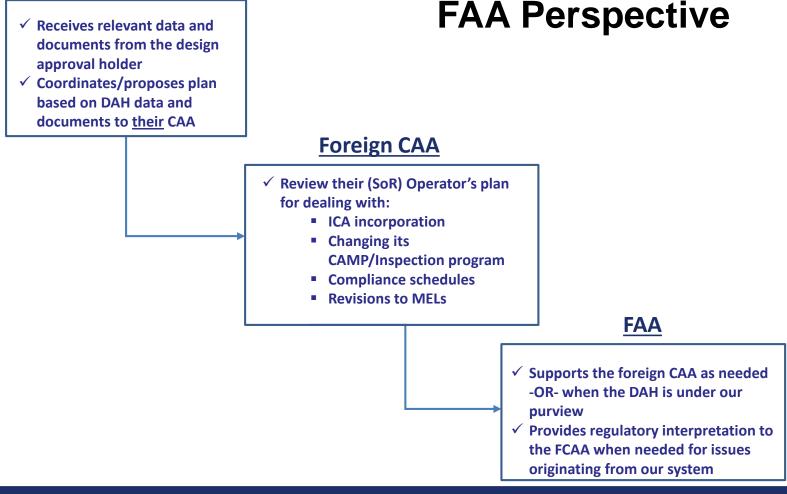
Supporting our Foreign Partners

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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