

# 6th Annual Airworthiness Seminar - Bolivia

## Implementation of Part 26 Rules

Presented to: 6th Annual Airworthiness Seminar -  
Bolivia

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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

- ✓ Receives relevant data and documents from the design approval holder
- ✓ Coordinates/proposes plan based on DAH data and documents to their CAA

## FAA Perspective

## Foreign CAA

- ✓ Review their (SoR) Operator's plan for dealing with:
  - ICA incorporation
  - Changing its CAMP/Inspection program
  - Compliance schedules
  - Revisions to MELs

## FAA

- ✓ Supports the foreign CAA as needed -OR- when the DAH is under our purview
- ✓ Provides regulatory interpretation to the FCAA when needed for issues originating from our system





# 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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