|  |
| --- |
| **Guide/Vägledning Part - 26.370 omhändertaget i AMP** |

EU-regel,uppdaterad enligt:

|  |  |
| --- | --- |
| (EU) 2020/1159 | (EU) 2021/97 |
| Y | NA |

CS 26, uppdaterad enligt:

|  |
| --- |
| ED 2020/023 |
| Y |

Denna guide/vägledning kan vara ett sätt att säkerställa uppfyllnad av 26.370.

| **Regel/****CS** | **§** | **Text** | **Tillämpligt****J/N** | **Vad behöver göras?***(Vem gör vad, när och hur)* | **Blev det gjort?****Datum** | **Infört i AMP****J/N** **Datum** |
| --- | --- | --- | --- | --- | --- | --- |
| 26.370 |  |  |  |  |  |  |
|  | a | 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 |  |  |  |  |
|  | 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. |  |  |  |  |
| CS 26.370 |  |  |  |  |  |  |
|  | a | Compliance with point 26.370(a)(i) of Part-26 is demonstrated by incorporating into the aircraft maintenance programme (AMP) the approved damage-tolerance-based inspection programme developed by the design approval holders in accordance with CS 26.302. |  |  |  |  |
|  | b | Compliance with point 26.370(a)(ii) of Part-26 is demonstrated by complying with point (i) of this CS or by ensuring that the adverse effects that repairs and modifications may have on FCS are addressed by: |  |  |  |  |
|  |  | (1) incorporating into the AMP all available approved DTIs for modifications by 26 February 2024 following compliance with points (c) to (e) of this CS; |  |  |  |  |
|  |  | (2) complying with point (f) of this CS; |  |  |  |  |
|  |  | (3) incorporating in the AMP the approved DTIs for all other repairs and modifications in accordance with the schedule adopted in a plan to be included, or referred to, in the AMP by 26 February 2024 in compliance with points (g) and (h) of this CS. |  |  |  |  |
|  | c | Review of aeroplane records and initial request for data(1) A candidate list of the major modifications in the aeroplane that affect or include FCS has been identified by means of a review of records, and listed in a report prepared by the continuing airworthiness maintenance organisation by 26 February 2022. |  |  |  |  |
|  |  | (2) Requests for FCMS lists and DTIs for modifications identified in point (c)(1) above as supplemental type certificates (STCs) and other changes, approved prior to 1 September 2003, are submitted to the design approval holder by 26 March 2022, or an alternative source of approved DTIs is identified. |  |  |  |  |
|  |  | (3) A final list of the major modifications in the aeroplane that affect or include FCS, taking into account the candidate list in point (c)(1) above, the available design approval holder lists of changes that affect the FCBS and the continuing airworthiness management organisation’s own evaluation, is included in a report prepared by the continued airworthiness management organisation. The report should be completed by 26 August 2022 or before operating the aeroplane in accordance with Part-CAT, whichever occurs later. |  |  |  |  |
|  | d | (d) Operator or owner review of design approval holder compliance dataA review has been conducted by the continuing airworthiness management organisation of the applicable documents supplied by type certificate (TC) holders and STC holders in compliance with points 26.302, 26.306 to 26.309 and 26.332 to 26.334 of Part-26, which supports the identification of the available FCS and DTIs relevant to each aeroplane. |  |  |  |  |
|  | e | DTIs that should be incorporated into the AMP before 26 February 2024.For modifications with an approved DTI that is available and compliant with points 26.307 or 26.333 of Part 26, all the applicable DTIs should be incorporated into the AMP by 26 February 2024 or before operating the aeroplane in accordance with Part-CAT, whichever occurs later. |  |  |  |  |
|  | f | Modifications incorporated in an aeroplane imported to the EU after 26 February 2021For all major modifications affecting FCS incorporated in an aeroplane that is imported to the EU after 26 February 2021, the applicable approved DTI should be obtained and incorporated into the AMP by 26 February 2024 or before operating the aeroplane in accordance with Part-CAT, whichever occurs later. |  |  |  |  |
|  | g | Means to address the adverse effect of repairs and modifications that have not had DTIs incorporated into the AMP according to points (e) and (f) of this CS |  |  |  |  |
|  |  | (1) A plan has been established by the continuing airworthiness management organisation to obtain and implement all the applicable DT data for existing major modifications and reinforcing repairs affecting the FCS. |  |  |  |  |
|  |  | (2) The plan has been incorporated, in full or by reference, into the AMP for approval in accordance with point M.A.302 of Annex I (Part-M) to Regulation (EU) No 1321/2014. |  |  |  |  |
|  |  | (3) For each modification identified in the list contained in the report of point (c)(3) above and that is subject to this point, the plan shows that: |  |  |  |  |
|  |  | (i) requests for DT data have been made to the DAH that has to comply with point 26.334 of Part-26, and an agreement for obtaining approved DTIs is reached, or |  |  |  |  |
|  |  | (ii) an agreement is established with a third party to provide approved DTIs, |  |  |  |  |
|  |  | in order to support a schedule for incorporation of the DTIs into the AMP in accordance with point (h). |  |  |  |  |
|  |  | (4) In case a modification is identified after establishing the list of modifications according to point (c)(3) above, e.g. during an aeroplane survey, add that modification to the list. |  |  |  |  |
|  |  | (5) The plan ensures that reinforcing repairs to the FCS will be identified and assessed for DT by specifying processes for: |  |  |  |  |
|  |  | (i) conducting surveys and records reviews of the affected aeroplanes as necessary to ensure the identification and documentation of all the existing reinforcing repairs that affect the FCS; and |  |  |  |  |
|  |  | (ii) obtaining DT data for reinforcing repairs identified in point (g)(5)(i) above.The plan does not need to include an aeroplane survey when the aeroplane certification basis for the complete structure of the aeroplane is CS 25.571. Reinforcing repairs are described in point 3.13.3 of Appendix 3 to AMC 20-20A. |  |  |  |  |
|  |  | (6) This plan also includes schedules for: |  |  |  |  |
|  |  | (i) conducting aeroplane surveys, obtaining DT data for repairs and incorporating all approved DTIs into the AMP considering the applicable REGs. Additional means of compliance may be found in Appendix 3 to AMC 20-20A; |  |  |  |  |
|  |  | (ii) obtaining DT data for all major modifications identified either in the plan or added to the list of modifications according to point (g)(4) above, and incorporating the applicable approved DTIs in the AMP in accordance with point (h) below. |  |  |  |  |
|  | h | (h) Schedule for obtaining DT data for certain modificationsFor major modifications subject to point (g), a schedule is established for obtaining DT data such that: |  |  |  |  |
|  |  | (1) for major modifications identified in the plan in accordance with point (g)(3), all applicable approved DTIs will be incorporated into the AMP before 26 February 2026; and |  |  |  |  |
|  |  | (2) for major modifications identified according to point (g)(4), the applicable approved DTIs will be incorporated into the AMP by 26 February 2026 or within 12 months of the identification of that modification, or before operating the aircraft in accordance with Part-CAT, whichever occurs later. |  |  |  |  |
|  | i | As an alternative to compliance with points (c) to (h) above, compliance with point 26.370(a)(ii) of Part-26 is demonstrated when a process exists and has been implemented to ensure that approved DTIs for all repairs and modifications affecting the FCS of an aeroplane have been incorporated into the AMP since the aeroplane first entered service. |  |  |  |  |
|  | j | Compliance with point 26.370(a)(iii) of Part-26 is demonstrated by incorporating into the maintenance programme the most restrictive applicable limitation of points (1), (2) or (3) below, in flight cycles or flight hours or both, as appropriate: |  |  |  |  |
|  |  | (1) An EASA-approved LOV in accordance with Part-26, or |  |  |  |  |
|  |  | (2) An EASA-approved limitation on the applicability of the ALS of the instructions for continued airworthiness at the aeroplane level, in accordance with JAR/CS 25.571 and 25.1529 (or equivalent), or |  |  |  |  |
|  |  | 3) For aeroplanes listed in Table 1 below, the limitation in Table 1, unless EASA has approved different limitations in accordance with (1) or (2). |  |  |  |  |
|  | k | Compliance with point 26.370(a)(iv) of Part-26 is demonstrated by incorporating a CPCP into the maintenance programme, and where a TC holder baseline CPCP produced in accordance with point 26.304 of Part-26 exists, it is taken into account in the development of the operator’s CPCP. |  |  |  |  |