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01 December 2005

JAR-26: ADDITIONAL AIRWORTHINESS REQUIREMENTS FOR OPERATIONS

Please find attached a copy of Amendment 3 to JAR-26, effective 01 December 2005.

Instructions on how to incorporate the affected pages are available at the end of this letter.

The associated Comment Response Document, detailing the comments made during consultation and the JAA response to those comments, is available on the JAA website (www.jaa.nl).

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Queries regarding the technical content of the code should be made to the JAA Headquarters, using the following email address: publications@jaa.nl.

Luz Mendes
NPA & Publications Administrator

JAR-26 Amendment 3, 01 December 2005

Please replace and insert the following pages included in this package as follows:

Cover (2 pages)

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Checklist (pages CL-1 to CL-2)

Preamble (pages P-1 to P-2)

Section 1

Replace Subpart B (pages 1-B-1 to 1-B-34 with pages 1-B-1 to 1-B-38)

Section 2

Replace Subpart B (pages 2-B-1 to 2-B-2)

Replace Appendix 1 (pages 2-App 1-1 to 2-App 1-2)

Joint Aviation Requirements

JAR-26

**Additional Airworthiness
Requirements for Operations**

Joint Aviation Requirements

JAR-26

Additional Airworthiness Requirements for Operations

Amendment 3
1 December 2005

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The members of the Joint Aviation Authorities Committee are representatives of the Civil Aviation Authorities of the countries that have signed the 'Arrangements Concerning the Development and the Acceptance of Joint Aviation Requirements'. A list of these countries is kept by European Civil Aviation Conference, 3 bis Villa Emile Bergerat, 92522 NEUILLY SUR SEINE Cedex, France.*

Further printed copies of the Joint Aviation Authorities Documents can be purchased from Global Engineering Documents, whose world wide offices are listed on the JAA website (www.jaa.nl) and Global website (www.global.ihs.com).

For electronic versions of Joint Aviation Authorities Documents please refer to the website of Information Handling Services (IHS) on www.ihsaviation.com, where you will find information on how to order.

Enquiries regarding the contents should be addressed to Central JAA, Saturnusstraat 8–10, PO Box 3000, 2130 KA HOOFFDORP, Netherlands ([publications@jaa.nl]).

* These countries are:-

Albania, Armenia, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, European Aviation Safety Agency, Finland, The Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Monaco, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Serbia & Montenegro, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, & United Kingdom.

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FOREWORD

- 1 The Civil Aviation Authorities of certain European countries have agreed common comprehensive and detailed aviation requirements (referred to as the Joint Aviation Requirements (JAR)) with a view to minimising Type Certification problems on joint ventures, to facilitate the export and import of aviation products, to make it easier for maintenance carried out in one European country to be accepted by the Civil Aviation Authority in another European country and to regulate commercial air transport operations.
- 2 The JAR are recognised by the Civil Aviation Authorities of participating countries as an acceptable basis for showing compliance with their national airworthiness codes.
- 3 The JAR for Approved Maintenance Organisations, JAR-145, is based upon the format, and where appropriate the content, of FAR Parts 43 and 145 of the Federal Aviation Administration of the United States of America.
- 4 ICAO Annex 6 has been selected to provide the basic structure of JAR-OPS, the JAR for Air Operator Certification, but with additional sub-division where considered appropriate. The content of Annex 6 has been used and added to where necessary by making use of existing European regulations and the Federal Aviation Regulations of the United States of America where acceptable.
- 5 JAR-26 at present consists of additional airworthiness requirements for commercial air transportation with aeroplanes which are to be put into place in time for the final implementation of JAR-OPS Part 1.
- 6 Future development of the requirements of JAR-26 will be in accordance with the JAA's Notice of Proposed Amendment (NPA) procedures. These procedures allow for the amendment of JAR-26 to be proposed by the Civil Aviation Authority of any of the member countries and by any organisation represented on the Joint Steering Assembly.
- 7 The Civil Aviation Authorities have agreed they should not unilaterally initiate amendment of their national codes without having made a proposal for amendment of the JAR-26 in accordance with the agreed procedure.
- 8 Definitions and abbreviations of terms used in JAR-26 that are considered generally applicable are contained in JAR-1, Definitions and Abbreviations. However, definitions and abbreviations of terms used in JAR-26 that are specific to a Subpart of JAR-26 are normally given in the Subpart concerned or, exceptionally, in the associated compliance or interpretative material.
- 9 Amendments to the text in JAR-26 are usually issued initially as 'Orange Paper' Amendments. Orange Paper amendments are pages containing revised paragraphs, following NPA adoption. The issue of such pages avoids the need to re-paginate whole Subparts and are a clear method of identifying new texts. These show an effective date and have the same status and applicability as JAR-26 from that date. When Orange Paper Amendments are incorporated into the printed text, this will be accomplished by means of a 'Change'.

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