

square wave modulation with 90 percent depth or greater. The conducted susceptibility current must start at a minimum of 0.6 milliamperes (mA) at 10 kHz, increasing 20 decibels (dB) per frequency decade to a minimum of 30 mA at 500 kHz.

(2) From 500 kHz to 40 MHz, the conducted susceptibility current must be at least 30 mA.

(3) From 40 MHz to 400 MHz, use conducted susceptibility tests, starting at a minimum of 30 mA at 40 MHz, decreasing 20 dB per frequency decade to a minimum of 3 mA at 400 MHz.

(4) From 100 MHz to 400 MHz, use radiated susceptibility tests at a minimum of 20 volts per meter (V/m) peak with CW and 1 kHz square wave modulation with 90 percent depth or greater.

(5) From 400 MHz to 8 gigahertz (GHz), use radiated susceptibility tests at a minimum of 150 V/m peak with pulse modulation of 4 percent duty cycle with a 1 kHz pulse repetition frequency. This signal must be switched on and off at a rate of 1 Hz with a duty cycle of 50 percent.

(d) *Equipment HIRF Test Level 2.* Equipment HIRF test level 2 is HIRF environment II in table II of this appendix reduced by acceptable aircraft transfer function and attenuation curves. Testing must cover the frequency band of 10 kHz to 8 GHz.

(e) *Equipment HIRF Test Level 3.*

(1) From 10 kHz to 400 MHz, use conducted susceptibility tests, starting at a minimum of 0.15 mA at 10 kHz, increasing 20 dB per frequency decade to a minimum of 7.5 mA at 500 kHz.

(2) From 500 kHz to 40 MHz, use conducted susceptibility tests at a minimum of 7.5 mA.

(3) From 40 MHz to 400 MHz, use conducted susceptibility tests, starting at a minimum of 7.5 mA at 40 MHz, decreasing 20 dB per frequency decade to a minimum of 0.75 mA at 400 MHz.

(4) From 100 MHz to 8 GHz, use radiated susceptibility tests at a minimum of 5 V/m.

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PART 26—CONTINUED AIRWORTHINESS AND SAFETY IMPROVEMENTS FOR TRANSPORT CATEGORY AIRPLANES

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AUTHORITY: 49 U.S.C. 106(g), 40113, 44701, 44702 and 44704.

SOURCE: Docket No. FAA–2004–18379, Amdt. No. 26–0, 72 FR 63409, Nov. 8, 2007, unless otherwise noted.

Subpart A—General

§ 26.1 Purpose and scope.

(a) This part establishes requirements for support of the continued airworthiness of and safety improvements for transport category airplanes. These requirements may include performing assessments, developing design changes, developing revisions to Instructions for Continued Airworthiness (ICA), and making necessary documentation available to affected persons. Requirements of this part that establish standards for design changes and revisions to the ICA are considered airworthiness requirements.

(b) Except as provided in paragraph (c) of this section, this part applies to the following persons, as specified in each subpart of this part:

- (1) Holders of type certificates and supplemental type certificates.
- (2) Applicants for type certificates and supplemental type certificates and changes to those certificates (including service bulletins describing design changes).
- (3) Persons seeking design approval for airplane repairs, alterations, or modifications that may affect airworthiness.

(4) Holders of type certificates and their licensees producing new airplanes.

(c) An applicant for approval of a design change is not required to comply with any applicable airworthiness requirement of this part if the applicant elects or is required to comply with a corresponding amendment to part 25 of this chapter that is adopted concurrently or after that airworthiness requirement.

(d) For the purposes of this part, the word “type certificate” does not include supplemental type certificates.

§ 26.3 Definitions.

For the purposes of this part:

FAA Oversight Office is the aircraft certification office or office of the Transport Airplane Directorate with oversight responsibility for the relevant type certificate, supplemental type certificate, or manufacturer, as determined by the Administrator.

§ 26.5 Applicability table.

Table 1 of this section provides an overview of the applicability of this part. It provides guidance in identifying what sections apply to various

types of entities. The specific applicability of each subpart and section is specified in the regulatory text.

TABLE 1.—APPLICABILITY OF PART 26 RULES

	Applicable sections
	Subpart B (EAPAS/FTS)
Effective Date of Rule	TBD
Existing ¹ TC Holders	26.11
Pending ¹ TC Applicants	26.11
Existing ¹ STC Holders	N/A
Pending ¹ STC/ATC Applicants	26.11
Future ² STC/ATC Applicants	26.11
Manufacturers	N/A
Persons Seeking Design Approval of Repairs	N/A

¹ As of the effective date of the identified rule.

² Application made after the effective date of the identified rule.

EFFECTIVE DATE NOTE: At 72 FR 70505, Dec. 12, 2007, § 26.5 was revised, effective January 11, 2008. For the convenience of the user, the revised text is set forth as follows:

§ 26.5 Applicability table.

Table 1 of this section provides an overview of the applicability of this part. It provides guidance in identifying what sections apply to various types of entities. The specific applicability of each subpart and section is specified in the regulatory text.

TABLE 1.—APPLICABILITY OF PART 26 RULES

	Applicable sections	
	Subpart B (EAPAS/FTS)	Subpart E damage tolerance data
Effective Date of Rule	December 10, 2007	January 11, 2008
Existing ¹ TC Holders	26.11	26.43, 26.45, 26.49
Pending ¹ TC Applicants	26.11	26.43, 26.45
Existing ¹ STC Holders	N/A	26.47, 26.49
Pending ¹ STC/ATC Applicants	26.11	26.45, 26.47, 26.49
Future ² STC/ATC Applicants	26.11	26.45, 26.47, 26.49
Manufacturers	N/A	N/A
Persons seeking design approval of repairs	N/A	N/A

¹ As of the effective date of the identified rule.

² Application made after the effective date of the identified rule.

Subpart B—Enhanced Airworthiness Program for Aging Systems

§ 26.11 Electrical wiring interconnection systems (EWIS) maintenance program.

(a) Except as provided in paragraph (g) of this section, this section applies to transport category, turbine-powered airplanes with a type certificate issued

after January 1, 1958, that, as a result of the original certification, or later increase in capacity, have—

(1) A maximum type-certificated passenger capacity of 30 or more or

(2) A maximum payload capacity of 7,500 pounds or more.

(b) Holders of, and applicants for, type certificates, as identified in paragraph (d) of this section must develop