



EASA Safety Information Bulletin

SIB No.: 2012-03
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- Subject:** **Changes to An-26 type design, Airworthiness Limitations and Repair Designs**
- Ref. Publication:** State Aviation Administration of Ukraine (SAAU)
AD Nr. [DLP-0875-12](#)
- Applicability:** Antonov An-26 series aeroplanes, as listed in Restricted Type Certificate Data Sheet (RTCDs) [EASA.IM.A.315](#)
- Description:** The referenced AD not only requires compliance with some reduced life limits, it also makes reference to Issue 2 of the An-26 Instructions for Continued Airworthiness (ICA, document ref. 26.04.00.000.000 ИПЛГ).
- Issue 2 of the An-26 ICA was approved by SAAU on 24 June 2011. However, this document extends the life (airworthiness limitation) for certain parts and components, as well as for the aeroplane (airframe structure) itself.
- On 01 February 2012, the RTC holder applied to EASA for approval of these life time extensions, but no complete substantiation has been provided to the Agency to support these changes.
- The result of this situation is that the extended life limits contained in Issue 2 of the An-26 ICA are not allowed to be used by operators of An-26 aeroplanes registered in Europe, until that document has been approved by EASA.
- However, there is a limited possibility that Issue 2 of An-26 ICA might be considered useable to extend life limits of An-26 aeroplanes registered in Europe.
- In addition, there is a limited possibility that changes to the type design and repair designs, which have been approved by SAAU, might be provided to operators of An-26 aeroplanes registered in Europe for implementation without EASA approval.

Recommendations: EASA recommends that An-26 operators accomplish the following actions:

- (1) Check whether any lifetime extension has been applied beyond the limits specified in the initial issue of the An-26 Instructions for Continued Airworthiness (ref. 26.04.00.000.000 ИПЛГ, approved by SAAU on 02 July 2009 and deemed to be approved by EASA as part of the Restricted TC). In case any life limit, as specified in the initial issue of the An-26 ICA, has been reached or exceeded, the affected part(s) should be removed from the aeroplane.
- (2) In case of any modification and/or repair data, provided by the TC holder or by its subcontractors, prior to accomplishment on an aeroplane, verify that a corresponding EASA approval was issued for that modification or repair.

Contacts: For further information contact the Safety Information Section, Executive Directorate, EASA; E-mail: ADs@easa.europa.eu.

For technical questions and/or product support, please contact Mr. Oleg Surmach, Head of Airworthiness and Certification Department, Antonov ASTC,
1 Tupolev Str., 03062 Kyiv (Kiev), Ukraine
Telephone +38(0)44 454-31-49 or +38 (0)44 454-32-33
E-mail surmach@antonov.com.