



Miscellaneous

No: 1650

[UK Regulation \(EU\) 2018/1139](#)

Publication date: 23 February 2026

General Exemption E6554

Part 26 Compliance for Aircraft Owners and Operators in Respect of 26.370

Background

- 1) A change to the UK Regulation (EU) 2015/640 in 2021 introduced the requirement for a continuing structural integrity programme for ageing aircraft structures. Annex I to that Regulation, known as Part 26, requires the Type Certificate Holder (TCH) of UK registered aircraft and the Supplementary Type Certificate Holder (STCH) where the STC is embodied on a UK registered aircraft to meet those requirements. TCHs and STCHs are required to review and implement any necessary changes within the defined time periods. This would then enable aircraft owners, operators and Continuing Airworthiness Management Organisations (CAMO) to implement any necessary amendments to the aircraft maintenance programme (AMP) for the aircraft, as required by provision 26.370 of that Regulation.
- 2) Due to delays by TCHs and STCHs where they did not meet the required time limits, the owners, operators and approved CAMOs of the affected UK registered aircraft were unable to meet the 26 February 2025 time limit which required the AMPs to reflect the requirements of a continuing structural integrity programme for ageing aircraft as identified by the TCHs or STCHs. ORS4 No. 1619 was issued to extend the compliance timeline to 28 February 2026.
- 3) Despite the additional time provided, some TCHs and STCHs have not yet complied with the applicable deliverables. As a result, affected aircraft owners, operators and CAMOs remain unable to comply with 26.370 requirement. By issuing this exemption, the CAA extends the compliance time limit by a further twelve months.
- 4) This exemption is granted to meet urgent operational needs.
- 5) This exemption applies to owners, operators and CAMOs of turbine-powered large aeroplanes falling within the scope of UK Regulation (EU) 2018/1139 and certified on or after 1 January 1958 that are:
 - a. certified to carry 30 passengers or more or with a payload capacity greater than 3,402 kg (7,500 lb), or
 - b. certified with a maximum take-off weight (MTOW) greater than 34,019 kg (75,000 lb).

Exemption

- 6) The CAA pursuant to Article 71(1) of UK Regulation (EU) 2018/1139 hereby exempts, subject to paragraph 7, aircraft owners, operators and CAMOs specified in paragraph 5, from the requirement of Annex I (Part 26) to UK Regulation (EU) 2015/640, paragraph 26.370 to include the continuing airworthiness of ageing aircraft structures in their AMP, and from the requirements of Annex I (Part M) to UK Regulation (EU) No. 1321/2014, M.A.302(d)(3) requiring that the AMP demonstrates compliance with the applicable provisions of Annex I to Regulation (EU) 2015/640, 26.370.
- 7) This exemption is granted subject to the conditions below, where the applicable owner, operator or CAMO of an aircraft specified in paragraph 5 must:
 - a. inform the TCH of their aircraft that Part 26 may be applicable and ask the TCH for the relevant information to be provided;
 - b. inform the STCH of any STC embodied on their aircraft that Part 26 may be applicable and ask the STCH for the relevant information to be provided;
 - c. amend the AMP as soon as the information from the TCH or STCH is made available and inform the CAA when the amendments to the AMP are made; and
 - d. record this exemption E6554 in the appropriate aircraft records.
- 8) This Exemption supersedes Official Record Series 4 Number 1619 which is revoked.

Date in Force

- 9) This exemption has effect from the date it is signed until 28 February 2027, both dates inclusive, unless previously revoked.

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for the Civil Aviation Authority

23 February 2026