

Safety Regulation Group

Engineering Department - Structures and Materials Branch

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LETTER TO OWNERS/OPERATORS NO 2851 REVISION A SUPPLEMENTARY INSPECTION DOCUMENTS CESSNA/REIMS CESSNA AIRCRAFT <5700 KG

Introduction

A number of Supplementary Inspection Documents (SIDs) for some large and small transport aircraft types have been published by their Type Certificate Holders. These documents provide structural inspections that are in addition to those in the previous maintenance documents and address the damage induced over time from fatigue and environmental degradation. This LTO addresses those SIDs developed for small transport aircraft types.

For some time the CAA has been seeking to ensure these SIDs are adopted universally throughout Europe by requesting that a formal 'Ageing Aircraft Programme' be established by the European Aviation Safety Agency (EASA). EASA has responded by proposing the creation of an 'Ageing Aircraft Programme' be added to the list of topics where EASA will establish specific requirements in the future. It is recognised by the CAA that there needs to be a standardised approach adopted by aircraft owners and operators, in response to the publication of these SIDs.

Regulation

European Commission Regulation EC 2042/2003 Annex 1 (Part-M) is applicable to all aircraft operated for Commercial Air Transport from September 2005, and for all other aircraft by September 2008.

Rule M.A.302 specifically states:~

- (a) Every aircraft shall be maintained in accordance with a maintenance programme approved by the competent authority, which shall be periodically reviewed and amended accordingly.*
- (b) The maintenance programme and any subsequent amendments shall be approved by the competent authority.*
- (c) The maintenance programme must establish compliance with:*
 - 1. Instructions for continuing airworthiness issued by type certificate and supplementary type certificate holders and any other organisation that publishes such data in accordance with Part-21, or...."*

Also with specific relevance to the SID, Appendix 1(1.1.13) to AMC M.A.302 states:-

- 1.1 The maintenance programme should contain the following basic information:*
- 1.2etc*
- 1.13 If applicable details of specific structural maintenance programmes where issued by the type certificate holder including but not limited to:*
 - a. Maintenance of structural Integrity by damage Tolerance and Supplemental Structural Inspection Programmes.*

continued overleaf

The requirements on the previous page are also compatible with the requirements in JAR Ops, CAP 360 and applicable BCARs. With reference to M.A.302(a), the CAA acting as the competent authority, believe it to be clear that compliance with the SIDs is required. For those aircraft for which Part-M does not become applicable until 28 September 2008, the operators are strongly encouraged to incorporate the SID into their maintenance programme when the SID becomes available.

Compliance

Regarding the period of 'grace' given to the operators to incorporate the SID when an aircraft has passed the inspection/modification threshold, the CAA recommendation is:

- For SIDs published prior to 28 September 05, implementation must be within 15 months of the publication date of the SID or Sept 06, whichever is later.
- For SIDs published after 28 September 05, implementation must be within 15 months of the publication date of the SID.
- For those aircraft for which Part-M becomes applicable on 28 September 2008, these aircraft must be in compliance with the relevant SID's by 28 September 2008.
- The compliance date of 28th September 2008, is also applicable to aircraft identified in Regulation (EC) No 1592/2002 Annex II.

It is intended to pass on this approach to EASA in the anticipation that they will ensure the same or a similar approach for the rest of Europe.

Operators and owners should discuss the incorporation of applicable SIDs, within their current maintenance programmes, with their nominated CAA regional office surveyor.

Enquiries regarding this information should be addressed to Rory Martin, Structures and Materials Branch, Engineering Department at the address shown.