



Australian Government
Civil Aviation Safety Authority

Aviation Ruling

Compliance with Supplemental Inspection Documents

Effective Date: This revision of this ruling is effective from *[insert date being the day after registration of CASA EX32/22]*

Catchwords: CARs 42, 42A, 42B, 42C, 42L, 42M, 42V, Schedule 5
SIDs
Maintenance schedules

Issue

- 1 The purpose of this ruling is to state when manufacturer's supplemental or structural inspection documents however described, including the Cessna Supplemental Inspection Documents (**SIDs**), issued as instructions for continuing airworthiness for an aircraft or the aircraft's aeronautical products, are required to be complied with. It also takes into account the operation of CASA instrument *CASA EX32/22 — Cessna Aircraft (Cessna Supplemental Inspection Documents Requirements) Exemption 2022 (CASA EX32/22)*.

Application

- 2 This ruling does not apply to the maintenance of a Cessna aircraft:
 - (a) that is used only for any of the following:
 - (i) to conduct a private operation;
 - (ii) Part 141 flight training or a Part 142 activity;
 - (iii) to facilitate a parachute descent;
 - (iv) to conduct an operation that is required to be conducted under the authority of an aerial work certificate under Part 138;
 - (vi) to conduct an aerial application operation; or
 - (b) that is: (i) a limited category aircraft; or (ii) a Part 103 aircraft.

These Cessna aircraft do not have to comply with any SID.
- 3 For a Cessna aircraft that is a single-engine aeroplane used to conduct a non-scheduled air transport operation, only the following supplemental Cessna documents do not apply to the maintenance of the aircraft:
 - (a) Service Bulletin SEB03-1, Elevator Rivet Installation;

- (b) Service Bulletin SB02-55-01, Elevator Rivet Installation;
 - (c) Service Bulletin SEB05-2, Fuselage Skin and Fuel Step Inspection and Modification;
 - (d) Service Bulletin SE84-15, Shimmy Dampener Installation Improvement;
 - (e) each SID part that relates to the aircraft landing gear of a relevant Cessna aircraft and has a SID task identifier beginning with "32-".
- 4 In sections 2 and 3, *Cessna aircraft* means a **relevant aircraft** as defined in CASA EX32/22. That is, any aeroplane manufactured by the Cessna Aircraft Company, or for which the type certificate was issued to the Cessna Aircraft Company, to which a **relevant document** (as defined in CASA EX32/22) applies, and for which the aircraft's maintenance schedule is, under regulation 42A of CAR, the manufacturer's maintenance schedule or, under regulation 42B of CAR, the CASA maintenance schedule.

Compliance requirements

- 5 The *Civil Aviation Regulations 1988 (CAR)* provides registered operators with three maintenance options for Australian aircraft:
- regulation 42A – the manufacturer's maintenance schedule
 - regulation 42B – the CASA maintenance schedule (Schedule 5 of CAR)
 - regulation 42C – an approved system of maintenance.
- 6 If the registered operator has elected to use the regulation 42A manufacturer's maintenance schedule, the requirement on the registered operator to comply with approved maintenance data, such as SIDs programmes and other manufacturer's supplemental or structural inspection programmes, will be identified by the manufacturer and will form part of the manufacturer's maintenance program for that aircraft, which must be complied with when maintaining the aircraft.
- 7 If the registered operator has elected to use the regulation 42B CASA maintenance schedule - actions such as inspection, checking, cleaning and lubrication must be undertaken at specified intervals typically every 100 hours or 12 months. Part 2 of the CASA maintenance schedule does not specifically reference special inspections such as SIDs programmes and other manufacturer's supplemental or structural inspection documents, overhaul or replacement of any aircraft component installed in or fitted to the aircraft. However, maintenance actions must always be carried out in accordance with approved maintenance data in accordance with regulation 42V, and therefore compliance with SIDs and other manufacturer's supplemental or structural inspection documents is mandatory.
- 8 If the registered operator has elected to use a regulation 42C approved system of maintenance to maintain their aircraft, having regard to the requirements of regulations 42L and 42M, a system of maintenance for an aircraft, for which a SIDs programme and other manufacturer's supplemental or structural inspection documents exist, would require an appropriate technical justification to support a decision not to carry out applicable instructions for continuing airworthiness (such as SIDs).

Aviation Rulings

Aviation rulings are advisory documents setting out CASA's policy on a particular issue. CASA makes rulings available to CASA officers and the public to ensure that there is a consistent policy adopted in administering particular aspects of the air safety regulatory regime. Rulings are intended to apply to a range of factual situations and are necessarily general in nature.

CASA will proceed on the basis that a person who relies on a ruling is complying with the law, as long as that person:

- i) Exercises due care in acting in reliance on the ruling – i.e. a person who carelessly misreads the test of a ruling will not be entitled to rely on that misreading;
- ii) Relies on the ruling in good faith – i.e. CASA will not allow a person to frustrate the intent of the ruling by adopting an extreme or contrived interpretation of the words of the ruling which results in consequences that were clearly unintended by CASA at the time the ruling was issued;
- iii) Only relies on the clear statements of fact and policy in the ruling – i.e. the ruling is completely self-contained and does not permit any additional interpretation of the relevant law, or application of the policy to different fact situations.

A user of aviation rulings should also be aware that a ruling is only a statement of CASA's policy. It is not a restatement of the law. Accordingly, while rulings are drafted to be consistent with the law referred to in the ruling as understood by CASA from time to time, they cannot displace any inconsistent legal requirements. You should notify the Executive Manager, Legal, International & Regulatory Affairs Division, CASA, if you believe that compliance with this ruling would lead to a breach of a legal requirement or if you believe that a ruling is based on an erroneous factual assumption.

Pip Spence
Director of Aviation Safety

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