

Smith-Roberts, Jennifer

From: Van Dijk, Pieter
Sent: Thursday, 14 January 2016 3:55 PM
To: WARD, NICHOLAS (Standards)
Subject: FW: Cessna SIDs Update - Australia [SEC=UNCLASSIFIED]

UNCLASSIFIED

Nick

For your info

Cheers

Piet

From: [REDACTED]
Sent: Tuesday, 21 July 2015 1:27 AM
To: Van Dijk, Pieter
Subject: FW: Cessna SIDs Update - Australia [SEC=UNCLASSIFIED]

Pieter,

Sorry for the late reply back to you. Please find attached the FAA response back to your question regarding the FAR requirements mandating SIDs for piston engine Cessna. I hope this helps. If you have any additional questions, please let me know.

Take care.

Paul (Vu) Nguyen
Federal Aviation Administration
COS Program Manager

From: Gonsalves, Joseph (FAA)
Sent: Friday, July 17, 2015 12:38 PM
To: Nguyen, Paul (FAA)
Subject: RE: Cessna SIDs Update - Australia [SEC=UNCLASSIFIED]

Vu,

Sorry for the delay. The answer to Mr. Van Dijk question, "Would appreciate your advice on the appropriate regulation that requires commercially operated piston engine Cessna's to comply with the SIDs in the USA? Am I right in assuming its FAR 135.421 below?" is no. If you carefully read, 14 CFR §135.421 additional maintenance requirements, it applies to aircraft engine, propeller, rotor, and each item of emergency equipment. The regulations for inspection of the aircraft are located in 14 CFR 91.401, 91.409. Single and twin engine, piston power aircraft are normally inspected under 14 CFR 91.409 (a). Some region do require the operator to have an Aircraft Approve Inspection Program (AAIP) 14CFR91.409 (f) (4) to operate on a 135 certificate. I will be available if you want to discuss this issue further.

Have a good weekend.

Joe Gonsalves
Supervisor, G/A Airworthiness
Wichita Flight Standards District Office

[REDACTED]

From: Nguyen, Paul (FAA)
Sent: Monday, July 06, 2015 11:01 AM
To: Gonsalves, Joseph (FAA)
Subject: FW: Cessna SIDs Update - Australia [SEC=UNCLASSIFIED]

Joe,

I need your help again. Below is an email from my counterpart at CASA, Mr. Pieter Van Dijk, asking about operational requirements on Cessna piston aircraft and if they are required to comply with Cessna SIDs (Supplement Inspection Documents). Please share me your thoughts and I will forward our position on this issue. Thanks.

Paul (Vu) Nguyen
Federal Aviation Administration
COS Program Manager

From: Van Dijk, Pieter [mailto:Pieter.VanDijk@casa.gov.au]
Sent: Thursday, July 02, 2015 6:41 PM
To: Nguyen, Paul (FAA)
Cc: HIGGINS, MIKE (A&ESB); [REDACTED]
Subject: Cessna SIDs Update - Australia [SEC=UNCLASSIFIED]

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G'day Vu!

Hope all is well with you – sorry to miss you in Baltimore ☺

A quick update on the Cessna SIDs situation in Australia:

- SIDs compulsory for all aircraft on the register under our Civil Aviation Regulation 42V which requires owners to ensure maintenance is conducted in accordance with manufacturers' approved maintenance data.
- CASA considers Cessna SIDs to be approved maintenance data.
- All 300 and 400 series aircraft are now well overdue for their SIDs – and are effectively grounded if not conducted.
- 200 series aircraft in Charter or Aerial work have until 31 July 2015 to be compliant (100 aircraft?)
- 200 series aircraft in Private have until 31 Dec 2015 to be compliant (400 aircraft?)
- 100 series aircraft in Charter or Aerial work have until 31 Dec 2015 to be compliant (100 aircraft?)
- 100 series aircraft in Private have until 30 June 2016 to be compliant (2,500 aircraft?)
- The staggered compliance dates are intended to relieve potential bottlenecks in maintenance venues and give priority to commercial operators.
- Note a lot of the above aircraft have already had the SIDs done previously. Also many of these aircraft are no longer flying and are parked at airfields – but still appear on our register)

Further info contained in Airworthiness Bulletin 02-048 Issue 3 Compliance with Cessna SIDs:

<http://www.casa.gov.au/wcmswr/assets/main/airworth/awb/02/048.pdf>

There is push-back from industry in some quarters, but holding out thus far.

Would appreciate your advice on the appropriate regulation that requires commercially operated piston engine Cessna's to comply with the SIDs in the USA?

Am I right in assuming its FAR 135.421 below?

§135.421 Additional maintenance requirements.

(a) ~~Each certificate holder who operates an aircraft type certificated for a passenger seating configuration, excluding any pilot seat, of nine seats or less, must comply with the manufacturer's recommended maintenance programs, or a program approved by the Administrator, for each aircraft engine, propeller, rotor, and each item of emergency equipment required by this chapter.~~

(b) ~~For the purpose of this section, a manufacturer's maintenance program is one which is contained in the maintenance manual or maintenance instructions set forth by the manufacturer as required by this chapter for the aircraft, aircraft engine, propeller, rotor or item of emergency equipment.~~

Appreciate any advice on the question above.

Cheers

Piet