Cessna SID

Maintenance organisation`s experience of ECOGAS Member

Introduction

- Cessna SID – EASA position.
- Decisions of national authorities – optional or mandatory inspections.
- Owner responsibility (AMP).
- CAMO / Airworthiness Review Staff – is it possible that they could decide - this A/C is no more airworthy?

Cessna SID – EASA position.

- EASA SIB 2014-01
- **EASA** recommends that owners and operators update their AMP to incorporate the tasks of the applicable Cessna SID, considering the relevance of each task, taking into account the type of operation being undertaken, aeroplane utilisation, age and general condition.

Cessna SID – EASA position.

- Before making a decision not to incorporate the applicable Cessna SID into the AMP, careful consideration should be given to the **potential airworthiness and safety consequences** of this course of action.
- Any decision **not to incorporate** the applicable Cessna SID should be properly substantiated, to the satisfaction of the **competent authority**, or the **CAMO** in case of indirect approval of the AMP.

Cessna SID – EASA position

- In the future, if the content of the **Opinion 10/2013 'General Aviation - Maintenance Programme and Airworthiness Reviews'** is adopted, for ELA1 aircraft not used in commercial operations, the owner may **'self-declare'** the maintenance programme (**without having it approved by the competent authority**), deviating from the design approval holder's recommendations … under his/her own responsibility and **without the need to provide justifications.**

Cessna SID – EASA position

- **The Opinion further defines** that in such a case, **at the time of the annual airworthiness review**, the **airworthiness review staff will need to establish whether such 'self-declared' maintenance programme is effective or not and whether it needs to be amended**.
- **There will be a „discussion" between the owner and the airworthiness review staff.**

Decisions of national authorities – optional or mandatory inspections

- In last months the different **national authorities** decided about Cessna SID.
- **ECOGAS members** informed us – **these decisions are completely different**.
- In some countries Cessna SID are **mandatory** in other countries they are **optional.**
- **This has nothing to do with standardization in general aviation in Europe.**

Owner responsibility (AMP).

- With the experience of our ECOGAS members - we are not sure that all owners have enough technical background to decide whether Cessna SID should be done or not.

CAMO / Airworthiness Review Staff

- Today with the different decisions from national authorities the CAMO´s and owner´s have to follow these decisions.
- With Opinion 10/2013 the situation will change completely. (end of 2014?)
- At this time the whole responsibility for the effectiveness of Cessna SID Inspection will be part of the **Airworthiness Review Staff**.

ECOGAS members - requests

- EASA should clarify the different SID-positions from national authorities.
- **one Europe – one SID decision**
- ECOGAS members accept only a clear position.
- If the **owner** is responsible for his AMP – there should be a clarification about the responsibility of Airworthiness Review staff.

Maintenance experience

- Our members informed us that:
- Cessna Aircrafts, well maintained –have no problems with SID inspections if following fact is given:
- correct maintenance in according to Cessna Maintenance Manuals including Continued Airworthiness Program CAP

Maintenance experience

- our experience says SID inspection need around **50 to 80 labour hours** for the whole inspection (without findings)
- for aircrafts without CAP – SID inspection needs around **100 -120 labour hours**
- ECOGAS member maintenance facilities told us that around 60 % of SID tasks could be done during major inspection (100 hour or 200 hour inspections) without additional labour hours.

Maintenance experience

- Some tasks will request additional labour hours for example:
- **32-10-01 inspection of retractable gear**

  remove retractable gear for eddy current inspection
- **71-20-01 inspection of engine mount**

  after 20 years remove engine and engine mount for eddy current inspection

Maintenance experience

- It should be possible that alternative procedures for special tasks could reduce maintenance costs.
- In future a complete Cessna SID inspection will be organized in 20 years of aircraft operation. It means the 80 labour hours for a complete SID inspection are tracked over 20 years of operation.

Maintenance experience

- Conclusion:
- Our ECOGAS members and also our BBAL menbers of the german maintenance companies have in general a relaxed position from a technical view to implement the SID`s
- We know there are additional SID-Inspection costs for the owner.

Maintenance experience

- The important conclusion from our discussions was that the requirement of the SID must be controlled by the Part M organisation. That would be determined by the extent and nature of the aircraft's operation. Therefore as ECOGAS we are not seeking to ensure that Europe is standardised to make this a mandatory requirement.

Thank you for your attention!