



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX67/21

I, RICHARD MARK STOCKER, Acting Branch Manager, Airworthiness and Engineering, National Operations & Standards Division, a delegate of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998*.

[Signed R. Stocker]

Richard Stocker
Acting Branch Manager, Airworthiness and Engineering
National Operations & Standards Division

25 June 2021

CASA EX67/21 — Cessna Aircraft (Cessna Supplemental Inspection Documents Requirements) Exemption 2021

1 Name

This instrument is *CASA EX67/21 — Cessna Aircraft (Cessna Supplemental Inspection Documents Requirements) Exemption 2021*.

2 Duration

This instrument:

- (a) commences on 1 July 2021; and
- (b) is repealed at the end of 31 May 2024.

3 Definitions

Note In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations, including: ***carrying out maintenance***.

In this instrument:

relevant aircraft means a single-engine aircraft manufactured by the Cessna Aircraft Company to which a relevant Cessna document applies, other than an aircraft:

- (a) that has an elevator in which a defect in a fastener is detected during maintenance; or
- (b) that has an airframe that has been modified in a way that changes the loading of the aircraft's stabilisers; or
- (c) in which a defect or damage requiring rectification has been found in an area of the aircraft to which a relevant Cessna document applies.

relevant Cessna document means any of the following Cessna documents, as existing from time to time:

- (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 aircraft and has a SID task identifier beginning with “32-”.

Note The regulations require maintenance to be carried out in accordance with other Cessna documents that apply to the relevant aircraft, including the following documents, as existing from time to time:

- (a) SID 55-10-01, *Horizontal Stabilizer, Elevators and Attachments Inspection*;
- (b) SID 53-12-01, *Fuselage Lower Doorpost and Strut Fitting*.

SID means a Cessna Aircraft Company Supplemental Inspection Document.

4 Exemption — certificate of registration holder

The holder of a certificate of registration for a relevant aircraft is exempt from compliance with subregulation 41 (1) of CAR to the extent that the subregulation requires the holder to ensure the carrying out of all maintenance required by the aircraft’s maintenance schedule that is maintenance mentioned in a relevant Cessna document.

5 Exemption — person carrying out maintenance

A person carrying out maintenance on a relevant aircraft is exempt from compliance with subregulation 42V (1) of CAR to the extent that the person must ensure that the maintenance is carried out in accordance with any applicable provisions of a relevant Cessna document.

6 Exemption — person certifying maintenance

A person certifying maintenance carried out on a relevant aircraft is exempt from compliance with subregulation 42ZP (1) of CAR to the extent that the subregulation requires that the person must not certify the completion of maintenance carried out on the relevant aircraft, or on an aircraft component or aircraft material of the relevant aircraft, if it was not carried out in accordance with a relevant Cessna document.