

Cessna 100 Series Supplemental Structural Inspection Document (SSID)

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Cessna has issued an SSID (can be obtained by subscription from Cessna <https://support.cessna.com/custsupt/dynamic/dynamic.jsp?dynVal=240>) to address aging aircraft issues that they perceive are not being adequately covered by annual and other inspections. The SSID is extensive and has the potential to ground many aircraft.

COPA has been approached by some members regarding whether or not SSIDs are mandatory.

First of all, SSIDs, Service Bulletins and other manufacturer developed documents are not mandatory for privately registered aircraft unless accompanied by an Airworthiness Directive (AD) that has been accepted or issued by Transport Canada.

Having said that, if you do not specifically direct your mechanic to conduct your annual maintenance inspection in accordance with CAR Standard 625 Appendix B Part I for aircraft other than balloons, then the mechanic is free to create a maintenance schedule that complies with the TC requirements and seek approval from TC, including incorporation of SSIDs and other non-mandatory requirements.

But in any event he/she should not be doing this without keeping the owner in the loop, including getting the owner's approval for any additional items that are not covered by CAR Standard 625 Appendix B Part I <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part6-standards-a625b-2459.htm> plus any applicable ADs.

COPA is aware of a few countries that have mandated the Cessna 100 Series SSID so I asked Transport Canada's Yosha Mendis for the status of this issue. Here is his response:

"The SIDs have been mandated by a couple of countries, not the U.S. and so far FAA does not seem to be heading that way. At TC, we are looking into mandating at least some parts of the SIDs but nothing specific yet and no real time scale."

COPA requested to be kept in the loop and we will update members when anything develops.