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# **FAR 135 Maintenance**

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**202-493-5228**

**FAA Public Meeting**  
**Proposed Cessna 400 Series Wing Spar AD**  
**Hilton Dulles Airport**  
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# 14 CFR 91

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## §91.403 General.

“(c) No person may operate an aircraft for which a manufacturer's maintenance manual or instructions for continued airworthiness has been issued that contains an *airworthiness limitations section* unless the mandatory replacement times, inspection intervals, and related procedures specified in that section or **alternative inspection intervals and related procedures set forth in an operations specification approved by the Administrator under part 121 or 135** of this chapter or in accordance with an inspection program approved under §91.409(e) have been complied with.”



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**Cessna SIDs are not mandatory -**

- **Not contained in the Airworthiness Limitations Section of the Maintenance Manual**
- **Not on the Type Certificate Data Sheet**
- **Not currently mandated by an FAA Airworthiness Directive**



# FAR 135 Maintenance

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Two Major sets of maintenance requirements based on seating capacity

- 9 or less seats in aircraft - §135.411(a)(1)
- 10 or more seats in aircraft - §135.411(a)(2)



# FAR 135 Maintenance

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## §135.411(a)(1)

(1) Aircraft that are type certificated for a passenger seating configuration, excluding any pilot seat, of nine seats or less, shall be maintained under parts **91** and **43** of this chapter and §§135.415, 135.416, 135.417, 135.421 and 135.423. An approved aircraft inspection program may be used under §135.419.



# FAR 135 Maintenance

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## §135.411(a)(2)

(2) Aircraft that are type certificated for a passenger seating configuration, excluding any pilot seat, of ten seats or more, shall be maintained under a maintenance program in §§135.415, 135.416, 135.417, 135.422, and 135.424 through 135.443.



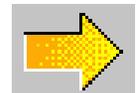
# FAR 135 Maintenance

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## **§135.419(d) Approved Aircraft Inspection Program –**

(d) The aircraft inspection program submitted for approval by the Administrator must contain the following:

(1) Instructions and procedures for the conduct of aircraft inspections (which must include necessary tests and checks), setting forth in detail the parts and areas of the airframe, engines, propellers, rotors, and appliances, including emergency equipment, that must be inspected.





# FAR 135 Maintenance

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## **§135.419(d) Approved Aircraft Inspection Program**

(2) A schedule for the performance of the aircraft inspections under paragraph (d)(1) of this section expressed in terms of the time in service, calendar time, number of system operations, or any combination of these.

(3) Instructions and procedures for recording discrepancies found during inspections and correction or deferral of discrepancies including form and disposition of records.



# FAR 135 Maintenance

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## **§135.421(a) 9 or less seats in aircraft**

“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. “



# FAR 135 Maintenance

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## **§135.421(b) 9 or less seats in aircraft**

“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.”

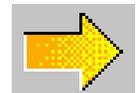


## FAA Order 8300.10 Volume 2 Chapter 91

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### **SECTION 1, PARAGRAPH 13. ADDITIONAL MAINTENANCE REQUIREMENTS.**

“A. Each operator/applicant maintaining aircraft under §135.411(a)(1) must comply with the additional maintenance requirements of §135.421. These requirements ensure that major maintenance tasks (overhaul, hot section inspections, etc.) are performed on engines, propellers, rotors, emergency equipment, and medical carry-on oxygen.....”





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## **SECTION 1, PARAGRAPH 13. ADDITIONAL MAINTENANCE REQUIREMENTS continued.**

**“...These requirements do not apply to the airframe and are not intended to impose a Continuous Airworthiness Maintenance Program (CAMP) or otherwise increase the aircraft inspection program.”**

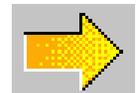


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## **SECTION 1, PARAGRAPH 15 Manufacturer's Service Bulletin Requirements**

“A. Generally, manufacturers’ SBs are classified as MANDATORY, URGENT, or GENERAL in nature. Some manufacturers consider all SBs mandatory and at times have identified them as FAA MANDATORY, giving the impression that the SB is FAA-approved and compliance is required. This is not the case. For an SB to be required, it must be regulatory. The following list has examples of situations when SBs would be regulatory and covers most situations ASIs encounter.”





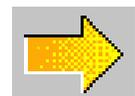
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## SECTION 1, PARAGRAPH 15 continued

**“NOTE: For this section only, all references to manufacturer’s SBs will encompass all manufacturer’s service information.**

- If all or a portion of an SB is incorporated as part of an AD
- If the SB is part of the FAA-approved Airworthiness Limitations section of the manufacturer’s manual or the Type Certificate (TC)
- If SBs are incorporated directly or by reference into some type of FAA-approved inspection program, such as an AAIP or CAMP.”



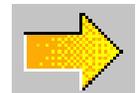


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## SECTION 1, PARAGRAPH 15 continued

- “If the manufacturer of a product provides revisions to the maintenance manual or instructions for continuing airworthiness on the maintenance performance in the form of SBs
- If the SB is the only FAA-accepted data available on the maintenance to be performed
- If SBs are listed as an additional maintenance requirement in the certificate holder’s OpSpecs”





## SIDs

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### **For the SIDs to be mandatory for Part 135 operators:**

- An Airworthiness Directive must be issued
- The TCDS must be amended
- The Limitations section of the Maintenance manual must be amended



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# QUESTIONS?