



AUSTRALIAN PARACHUTE FEDERATION

PO Box 1440, Springwood QLD 4127 Phone (07) 3457 0100
www.apf.com.au Email – apf@apf.com.au

APF TECHNICAL DIRECTIVE - No. APF TD05-2020 **Mandatory Secondary Seat Stops for Cessna's** **Issued 15th September 2020**

SUBJECT:

To mandate secondary seat stops, as required by Cessna SEB07-5 Revision 6, for all single engine 100 & 200 series Cessna aircraft listed in [Cessna SEB 07-5 Revision 6](#).

BACKGROUND:

The Coroners recommendations following the 2014 Caboolture aircraft accident included the fitment of the secondary seat stops to Cessna 206 aircraft used for parachuting operations. The issues associated with the Cessna seat design are not limited to the C206, therefore the broader application as per the service bulletin is valid.

There have been 16 reported incidents in Australia of un-commanded seat movements in these aircraft models since 1969, a number of which resulted in accidents. Therefore, there is no reasonable justification to not have the Service Bulletin followed. The components and the installation are almost entirely covered and reimbursed by Cessna.

NEW PROPOSAL:

Amend Part 5 of the Operational Regulations to include the requirements of the secondary seats stops in all aircraft mentioned in Cessna SEB07-5 Revision 6.

PROPOSED CHANGES/ADDITIONS TO: OPERATIONAL REGULATIONS

PART 5 – PILOTS AND AIRCRAFT

5.2 Aircraft

5.2.7 Secondary Seat Stop for Cessna Aircraft

The secondary seat stop required by Cessna service bulletin *Cessna SEB07-5 Revision 6*, or its approved equivalent, must be fitted on the pilot's seat of the indicated models.



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COMPLIANCE:

Compliance with Service Bulletin *Cessna SEB07-5 Revision 6*, will be required before 01/01/2021. This requirement will be included in subsequent APF Operational Regulations and the confirmation of fitment included in APF audits from that date onwards.

AUTHORITY:

Mark Edwards
National Aviation Officer

Charl Rootman
Safety & Training Manager

DISTRIBUTION:

Through APF Technical Directive system
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