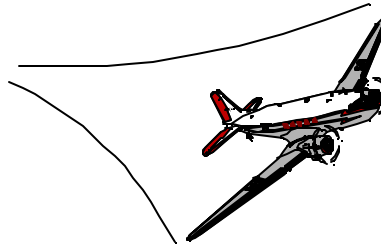


# REVISED SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

No. CE-02-11R1  
February 22, 2002

Aircraft Certification Service  
Washington, DC

*We post SAIBs on the internet at "av-info.faa.gov"*

*This is information only. Recommendations are not mandatory.*

## INTRODUCTION

*This revised Special Airworthiness Information Bulletin corrects point of contact for Service Difficulty Reports. All other information remains the same.*

This Special Airworthiness Information Bulletin (SAIB) provides additional clarification concerning the intent of Figure 1, "Compliance Table", in Airworthiness Directive (AD) 2000-01-16.

AD 2000-01-16 is applicable to all Cessna 300 and 400 series airplanes equipped with turbochargers.

## BACKGROUND

AD 2000-01-16 contains provisions for certain FAA Approved Repair Stations or equivalent foreign facilities to accomplish the required engine exhaust system inspections. We are monitoring the facilities that provide inspection, replacement, repair, and overhaul of the engine exhaust system components that are subject to the requirements of the AD. We have determined that some of these facilities may not be repairing these parts to an overhaul condition as required by the AD. Specifically, AD 2000-01-16, Figure 1, column (g), specifies that engine exhaust system component parts used to satisfy the requirements of this portion of the AD must be in **NEW** or **OVERHAULED** condition (emphasis added). Replacement parts used in support of the repetitive inspection requirements (Figure 1, columns (b), (c) & (e)) are considered to be acceptable when they are in a **REPAIRED**, **SERVICEABLE**, **OVERHAULED**, or **NEW** condition.

## DISCUSSION

The following information should be considered when accomplishing the requirements of AD 2000-01-16 that address the use of **REPAIRED**, **SERVICEABLE**, **OVERHAULED**, and **NEW** replacement parts.

(a) **NEW PARTS** are considered to be those provided by Cessna Aircraft Company or those aftermarket manufacturers that have parts that are produced under FAA Parts Manufacturing Approval (PMA) procedures.

(b) **OVERHAULED PARTS** are those that have been inspected and verified to possess the dimensional and configuration tolerances of parts that are the same as new. This means that any subpart of any component part is in an "as new" condition. The FAA Approved Repair Stations that are using the **YELLOW TAG** for these overhauled parts should have documentation in the work order that verifies this condition. These overhauled component parts generally consist of mostly new subparts. The facilities that possess this overhaul capability must have the design data, tooling (including dies,

fixtures, and surface tables, etc.) as well as materials, formed parts, and inspection capabilities necessary to COMPLETELY DISASSEMBLE, inspect, repair/replace

parts including all subparts. These facilities must also have the capability to COMPLETELY REASSEMBLE the component/subparts to the dimensional tolerances of new parts from the original manufacturer or a holder of a PMA authorization. The repair facilities that are overhauling exhaust system component parts subject to the inspection requirements of AD 2000-01-16 must have the capabilities of providing parts in a condition of airworthiness as if those parts were new.

(c) **REPAIRED/SERVICEABLE PARTS** are parts that maintain the same basic overall dimensions and configuration as a new part. However, these parts may have been determined to be airworthy as a result of replacement or repair of less than 50 percent of the subparts. The design data, tooling, and inspections of repaired parts are generally less than those required for new/overhauled parts. The yellow tag used for repair/serviceable parts must reference a work order that accurately reflects the condition of the replacement part.

### **RECOMMENDATION**

We recommend that, where practical, engine exhaust system components that are used to accomplish the requirements of AD 2000-01-16 be of a new or overhauled condition. However, provisions exist within AD 2000-01-16 to use repaired/serviceable parts in some applications. We request that any evidence of adverse service history related to engine exhaust system component parts used to accomplish the requirements of this AD be reported to the FAA via the Service Difficulty Reporting System.

Service Difficulty Reports may be reported on FAA Form 8010-4, Malfunction or Defect Report, or electronically by contacting the FAA Aviation Data Systems Branch, AFS-620, **Attention: Thomas Marcotte, phone: (405) 954-6500; e-mail: Thomas.M.Marcotte@faa.gov**

### **FOR FURTHER INFORMATION CONTACT**

FAA, Wichita Aircraft Certification Office, Attention: Mr. Paul O Pendleton, 1801 Airport Road, Room 100, Wichita, KS 67209; telephone: (316) 946-4143; fax: (316) 946-4407; e-mail Paul.Pendleton@faa.gov or, FAA, Small Airplane Directorate, Attention: Mr. Gregory Davison, 901 Locust, Kansas City, MO 64106; telephone (816) 329-4130; fax (816) 329-4090; e-mail Gregory.Davison@faa.gov