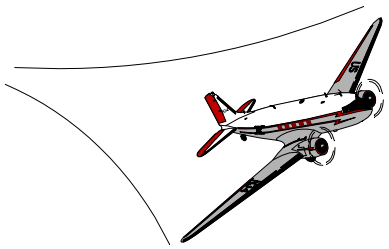
REVISED SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department of Transportation

Federal Aviation Administration

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Washington, DC

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We post SAIBs on the internet at www.airweb.faa.gov

This is information only. Recommendations are not mandatory.

Introduction

This Revised Special Airworthiness Information Bulletin (SAIB) ***updates*** *information we issued in SAIB CE-03-43, dated June 27, 2003. All other information remains the same.*

This SAIB informs you, an owner or operator of **Cessna model 100, 200, 300, and 400 series** airplanes, that a safety concern exists regarding resistance and capacitance type fuel quantity gauging systems.

Background

Cessna has expressed concern regarding airworthiness issues with resistance type fuel quantity systems on their general aviation single and multiple engine aircraft products. They recommend periodic calibration checks of both the empty and full positions of the gauging system.

Cessna released two Service Bulletins, SEB99-18, dated November 1, 1999, and revised April 2001, addressing single engine models and MEB99-21, rev 1, dated May 7, 2001, for multiple engine models, to address fuel quantity indicating concerns on the Stewart Warner resistance type system. A review of Service Difficulty Reports reveals that inaccurate fuel quantity indications may have contributed to some accidents and incidents.

Recommendation

The FAA recommends that a **FAA-certificated mechanic or repair station accomplish** the following calibration procedure within the next 100 hours of operation or at the next annual inspection**:**

- Drain **all** of the fuel tanks
- Level the aircraft
- Add back the appropriate unusable fuel
- Calibrate fuel quantity gauges for the “0” or “empty” indication

Refer to the appropriate Cessna maintenance/service manual or Instructions for Continued Airworthiness for specific instructions on performing each of these procedures. Additional instructions can be found in Cessna Service Bulletins SEB99-18 and MEB99-21.

The **calibration procedure should also be performed by a properly FAA certificated mechanic or repair station** at 5-year intervals or anytime the fuel gauging system components are disturbed or any time accuracy is suspect.

For Further Information Contact

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