
Service Newsletter

March 20, 2006

SNL06-6

TITLE

FAA APPROVED SUPPLEMENTAL TYPE CERTIFICATES (STC'S) AND FAA-PMA APPROVED PARTS

TO

Cessna Distributors, Service Stations and CPC's

MODELS AFFECTED

All

DISCUSSION

This Service Newsletter supersedes Service Newsletter SNL04-5.

In response to customer inquiries, Cessna is providing this Service Newsletter to provide guidance to our customers regarding the incorporation of STC's and/or PMA approved parts that have not been evaluated by Cessna. Some examples of modifications and parts that may affect the airplane aerodynamics, gross weight, flying characteristics, structure, systems or performance are: powerplant and propeller changes, add-on wing tip fuel tanks, vortex generators, camera modifications, winglets, oversize tires, etc.

The FAA approves and certifies aircraft components, including STC's and PMA'd aftermarket modification and replacement components. In conjunction with the FAA, Cessna conducts extensive testing of all Cessna installed and Cessna approved installations. If Cessna has not evaluated such parts Cessna is unable to provide support for such products or other components of the airplane that could be affected by the modified part. The modification may change the interface of systems, published operating characteristics, component loads or life limits on the modified component or adjacent structures, fatigue life, resonance vibration, airplane performance, or inspection intervals.

Cessna continues to develop Supplemental Structural Inspection Programs in cooperation with affected airplane operators and the FAA. The emphasis of these programs is to detect structural fatigue damage which has the potential to increase with airplane time in service and age. These programs are being incorporated into the affected airplane Maintenance/Service Manuals during a revision and is titled as a Supplemental Inspection Document (SID) within the manual. The objective of the SID is to detect primary and secondary airframe component damage due to fatigue, overload or corrosion through the practical use of Nondestructive Inspection (NDI), as well as visual inspections. The SID's do not include STC's or PMA parts that have not been evaluated by Cessna.

Follow-on support for repairs is also provided through the Cessna Approved Data Structural Repair Program. This program provides approved repairs that meet the damage tolerance certification requirements of the FAA Aging Aircraft Safety Rule. Airplanes modified by the installation of STC's and PMA's that have not been evaluated by Cessna may not be eligible for this support program.

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To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

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Cessna's Instructions for Continued Airworthiness and Cessna's warranty may not apply to areas of the airplane affected by or that have been modified outside of Cessna's original configuration. Cessna may not be able to support airplanes or systems modified by STC's and/or PMA's. Issues of support and performance for STC and PMA installations should be addressed directly to the STC or PMA holder. DO NOT RELY ON CESSNA MANUALS FOR INSPECTION, MAINTENANCE OR PERFORMANCE INFORMATION, ETC., FOR STC AND/OR PMA PARTS THAT HAVE NOT BEEN PROVIDED BY CESSNA.

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