Service Newsletter

May 31, 2004

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 SNL95-9.

In response to customer inquiries, Cessna wishes to provide guidance to our customers regarding the incorporation of non-Cessna approved STC’s and/or PMA approved parts. Some examples are modifications and parts that affect the aircraft aerodynamics, gross weight, flying characteristics, powerplants and speeds.

The FAA retains responsibility and authority for approval and certification of aircraft components, including those STC’s and PMA’d aftermarket modification and replacement components.

Aftermarket STC and PMA components, though certified by the FAA, are not necessarily certified Cessna factory approved equipment. Without appropriate certification from Cessna, Cessna is unable to provide follow-on support for such products. Modifications and parts that are not certified by Cessna may change the interface of systems, published operating characteristics and component loads as well as life limits or stresses on adjacent structures.

In conjunction with the FAA, Cessna conducts extensive testing of all factory installed, and factory approved installations. Cessna typically does not provide follow-on support and continued airworthiness information such as service publications, bulletins and manuals, (to assure known performance parameters throughout the product life) for non-Cessna approved installations.

Cessna has been developing a Supplemental Structural Inspection Program in cooperation with affected airplane operators and the FAA. The emphasis of this program is to detect structural fatigue damage which has the potential to increase with airplane time in service and age. This program is 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 provide coverage for STC’s or PMA parts that have not been approved 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. Aircraft modified by the installation of STC’s and PMA’s that have not been approved by Cessna may not be eligible for this support program.
Aircraft and systems warranty may not apply to areas of the aircraft affected by or that have been modified outside of Cessna’s original configuration. Cessna’s follow-on support of aircraft or systems modified by STC’s and/or PMA parts may be forfeited and/or no longer applicable.

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 WHICH HAVE NOT BEEN FACTORY APPROVED BY CESSNA.