

## SPECIAL AIRWORTHINESS INFORMATION BULLETIN

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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

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This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

### **Purpose:**

The purpose of this Special Airworthiness Information Bulletin (SAIB) is to provide clarification to Figure 1, "Compliance Table" in Airworthiness Directive (AD) 2000-01-16. AD 2000-01-16 is applicable to all Cessna 300 and 400 series turbocharged aircraft.

### **Background:**

The FAA has received several questions regarding compliance with Column "g" of the Compliance Table in AD 2000-01-16. Column "g" of the Compliance Table states:

**Actions:** Remove the exhaust system from the slip joints aft to all turbo-charger components.

**Initial Compliance Time:** At whichever occurs later:

- At the next engine overhaul that occurs after the accumulation of 2,500 hours TIS since installing a new or overhauled exhaust system; or
- Within the next 100 hours TIS after the effective date of this AD.

**Repetitive Compliance Times:** Thereafter at intervals not to exceed 2,500 hours TIS or 12 years whichever occurs first. These inspection intervals are established to coincide with each regularly scheduled engine overhaul.

### **Discussion:**

The following information clarifies the referenced section of AD 2000-01-16:

Does this AD apply to any component of the exhaust system that has not accumulated 2,500 hours time in service (TIS) since it was installed new or since overhauled?: No. You do not have to accomplish any action toward this AD until 2,500 hours TIS have accumulated on the exhaust system or exhaust system component.

Why can't I just accomplish this portion of the AD at my next engine overhaul?: You can. That is the intent of the AD. We specifically worded the AD to get you to accomplish this portion of the AD while you were already removing the engines and had the airplane out of service for scheduled maintenance.

How does the 100 hours TIS requirement come into play?: We put this provision in the AD to account for those who might already have the airplane in for an engine overhaul on the effective date of this AD, but need to utilize the airplane immediately after the overhaul and can not wait for the results of the exhaust system inspection. This would allow you to finish the engine overhaul, utilize the aircraft as needed, and then have the inspection accomplished within 100 hours TIS after the effective date of this AD.

When do I have to comply with this inspection if the last engine overhaul was accomplished prior to the effective date of this AD?: You would not have to accomplish the inspection until the next engine overhaul (normal TBO).

When do I have to comply with this inspection if the engine overhaul is in progress on the effective date of this AD?: You would have 100 hours TIS after the effective date of the AD to accomplish the inspection. However, unless you needed the airplane immediately after the engine overhaul, it would make economic sense for you to go ahead and have this inspection accomplished before returning the airplane to service after the engine overhaul.

**NOTE:** The words "exhaust system" in the Initial Compliance Time, column "c" of the chart should be interpreted as "exhaust tailpipe."

**NOTE:** FAA approved exhaust repair facilities are authorized/required to issue a "yellow tag" when an exhaust system or exhaust system component has been determined to be airworthy and therefore eligible for installation on all airplanes to which AD 2000-01-16 applies.

**FOR FURTHER INFORMATION CONTACT:**

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