



No.	CF-2001-19	1/2
Issue Date	4 May 2001	

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to **Canadian Aviation Regulation (CAR) 593**. Pursuant to **CAR 605.84** and the further details of **CAR Standard 625, Appendix H**, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with **CAR 605.84** and the above-referenced **Standard**.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

Number: CF-2001-19

Subject: Cessna 300/400 – Exhaust System (FAA AD 2000-01-16)

Effective: 15 June 2001

Applicability: Canadian registered Cessna Aircraft Company Models T310P, T310Q, T310R, 320, 320A, 320B, 320C, 320D, 320E, 320F, 320-1, 335, 340, 340A, 321 (Navy OE-2), 401, 401A, 401B, 402, 402A, 402B, 402C, 404, 411, 411A, 414, 414A, 421, 421A, 421B, and 421C airplanes, all serial numbers, certificated in any category, for which Federal Aviation Administration (FAA) Airworthiness Directive (AD) 2000-01-16 is applicable.

Compliance: On the effective date of this directive.

Background: The FAA issued AD 2000-01-16 in January 2000 to mandate inspection, replacement and/or repair of the exhaust system on certain Cessna 300 and 400 series aircraft. It has recently come to Transport Canada's (TC) attention that operators may be misinterpreting the intent of the FAA and TC requirements at paragraph (g) of the FAA AD. The FAA AD contains some compliance requirements that Canadian operators may not be able to carry out while remaining in compliance with the *Canadian Aviation Regulations* (CARs).

Transport Canada Airworthiness Notice (AN) B056 Edition 1 was issued on 14 July 2000 to clarify the applicability of ADs, issued by foreign aviation authorities, to aircraft registered in Canada. Paragraph 1(c) of AN B056 states that:

"Regardless of any requirement (or not) for the use of foreign approved facilities (e.g. an FAA approved repair station or other organization) the owner must assess whether the AD requires specialized work (as defined by the CARs) by a suitably qualified Transport Canada approved company (e.g. Approved Maintenance Organization)."

Paragraph (g) of the FAA AD specifies that the exhaust system must be removed from the aircraft at specified intervals and be sent to an FAA-approved exhaust repair facility for inspection and to make any necessary repairs if required. TC is aware that some Canadian operators have been sending their exhaust parts for inspection by TC Approved Maintenance Organizations (AMOs) that are approved for welding processes. These welding AMOs are approved under AWM 573.02(10) and, as such, are approved for a welding process only, and not for the inspection required by paragraph (g) of the AD.

**Corrective
Actions:**

The following procedure must be used when complying in Canada with FAA AD 2000-01-16 paragraph (g):

At the initial compliance time and repetitive compliance times specified in Figure 1, column (g) of FAA AD 2000-01-16, remove the exhaust system from the slip joints and aft, to all turbocharger attached components and conduct an inspection as follows:

1. Thoroughly clean the interior and exterior of all removed parts.
2. Inspect the exterior of the parts for corrosion, pitting, cracking, or distortion.
3. Inspect the interior of the parts, in particular the heel of any bends or any dented areas for material thinning or pitting due to erosion by hot gases or combustion by-products.
4. Reject any parts that exhibit any of the above described conditions, repair them (see note) or replace them with serviceable or new parts.

Notes: Repaired, reconditioned (overhauled), or serviceable parts must also meet the inspection criteria of this directive. All repairs or reconditioning (overhauls) to exhaust parts must be carried out in accordance with CAR 571.02, and no overlay patch-type or parallel multi-seam weld repairs are permitted. Any weld repairs that are determined to be specialized work in accordance with CAR 571.04, must be carried out by an AMO approved for that process.

Authorization: For Minister of Transport



for B. Goyaniuk
Chief, Continuing Airworthiness

Contact: Mr. Robin Lau, Continuing Airworthiness, Ottawa, telephone (613) 952-4461, facsimile (613) 996-9178 or e-mail laur@tc.gc.ca or any Transport Canada Centre.

