

What You Should Do:

1. Talk to your shop about alternative means of compliance.
2. Identify economic impacts on you and/or your business.
3. Provide experiences with your exhaust system.
4. Notify the FAA of these impacts and concerns.
5. Respond to FAA Docket No. 97-CE-67-AD
Federal Aviation Administration, Central Region - Office of Regional Counsel, Attn: Rules Document No. 97-CE-67-AD, 601 East 12th Street, Room 1558, Kansas City, MO 64106
6. Provide AOPA with a copy of your comments.
7. To monitor the situation, visit our website at www.aopa.org or request AD through our fax-on-demand at 1-800-GO-AVFAX. Please request document #5569.

Deadline for Responses – August 9, 1999



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Critical AD Affecting Your Airplane!

Cessna 300/400 Series

Twin Cessna Exhaust Airworthiness Directive

Summary of Major Compliance Actions

- Determine type of exhaust system material. (Corrective actions vary depending on material)
- Multiple visual inspections within next 50 to 100 hours. Period depends on material.
- Repetitive inspection requirements.
- Removal and inspection of the tailpipes every 100 hours. (Stainless steel or mixed-material systems)
- Exhaust system pressure test every 100 hours or every 12 months, whichever occurs first. (Stainless steel or mixed-material systems)
- Disassembly and possible replacement of the exhaust slip-joints.
- Mandatory replacement of V-band clamps every 500 hours.
- Removal and inspection of exhaust system every 2,200 hours.
- Mandatory repair or replacement of any faulty component prior to further flight.
- **Estimated costs for compliance range from \$4,340 to \$60,000+ and could actually exceed the value of the aircraft!!**



• ACTION ALERT •

Twin Cessna Exhaust AD

To: Owners and Operators
Cessna 300/400-series aircraft (Except C-337)

From: Dennis E. Roberts, VP/Exec. Director
Government and Technical Affairs

Date: July 9, 1999

Ref: Twin Cessna Exhaust Airworthiness Directive
Docket # 97-CE-67-AD



The Aircraft Owners and Pilots Association (AOPA) wants you to be aware of an Airworthiness Directive (AD) that may affect you. For the past three years, an AD has been anticipated that is very likely to have significant and costly implications on owners and operators of some conventional, twin-engine Cessna model aircraft. Based on our information, it appears you may be an owner and/or operator of one of these affected aircraft. While AOPA regularly alerts its members to these types of federal actions, because of the critical safety and economic implications of this AD, AOPA is alerting ALL owners/operators of these aircraft, regardless of your affiliation with AOPA.

Initially, the FAA planned to issue this AD as an emergency, direct final rule, effectively eliminating the opportunity for public comment before its release. However, upon the request of AOPA, the FAA changed its mind and agreed to issue the AD through the normal NPRM process. However, the notice has a shorter than normal public comment period. (**Deadline: August 9, 1999**).

While advising AOPA of the agency's decision, the FAA requested AOPA's help in gaining public input to the AD. Specifically, they are requesting the following:

- Comments on alternative means of compliance.
- Input on current methods of inspection and resultant failure rates, using these methods.
- Economic impacts, especially on small businesses and commercial operators, resulting from compliance with this AD. (**This data is very important.**)
- Safety-related impacts resulting from repetitive inspections, disassembly and/or reassembly.
- Experience related to time-in-service vs. rate of deterioration of exhaust system.
- Inspection frequency and method to benchmark current exhaust system integrity.

The FAA is strongly seeking your input and comments on this A/D. Because of the safety implications associated with the failure of a poorly maintained exhaust system, chances of preventing the issuance of a final rule are very remote. For this reason, the FAA needs reasonable, quantifiable comments. A simple "I don't like this" is of no value, especially where documented safety issues are at stake. **AOPA urges you to submit your comments before the August 9, 1999 deadline.**

Please recognize, AOPA is not opposing the safety intent of the proposed AD. It is our goal though to keep general aviation both safe AND affordable. Like you, we desire a solution that is the least burdensome and costly yet consistent with assuring safety. Failure of users to bring reasonable alternatives to the FAA could result in the formulation of an overly restrictive and costly regulation. We also ask that you pass this information to any individual or repair station having experience with these aircraft.

To assist AOPA in preparing our comments, it would be appreciated if you would either fax or e-mail a copy of your docket comments to AOPA at: FAX: 301-695-2214 / E-mail: *Twin.Cessna.Exhaust.AD@aopa.org*. This information will be used in aggregate to identify alternate means of compliance and the economic impacts of this action.

Lastly, if you are a small business operator who relies on any of these aircraft for your business, we would appreciate knowing that information along with the potential economic impact this action is likely to have on your business as well.

Additional information including a copy of the actual airworthiness directive, AOPA's letter to FAA Administrator Garvey, AOPA regulatory briefing and regular updates on the situation can be found on AOPA's website at www.aopa.org. A copy of the AD can also be obtained through our Fax-on-Demand service by calling **1-800-GO-AVFAX** then requesting **Document #5569**.



Thank you very much for your attention to this important proposal.