

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 8900.25

National Policy

Effective Date:  
11/6/07

Cancellation Date:  
11/6/08

## **SUBJ:** Supplemental Type Certificate Information

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- 1. Purpose of This Notice.** This notice instructs certain principal maintenance inspectors (PMI) to query their assigned operators for Supplemental Type Certificate (STC) information.
- 2. Audience.** The primary audience for this notice is Flight Standards District Office (FSDO) PMIs. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.
- 3. Where You Can Find this Notice.** Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <<http://fsims.avr.faa.gov>>. Operators and the public may find this information at: <<http://fsims.faa.gov>>.
- 4. Background.** Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.370a Supplemental inspections; and § 129.16, Supplemental inspections for U.S.- registered aircraft require that operators of transport category aircraft with a type certificate (TC) issued after 1958 and with a seating capacity of 30 or more seats or a max payload capacity of 7,500 pounds or more, incorporate damage tolerance inspections and procedures into their maintenance program to prevent fatigue cracking that could lead to a catastrophic failure. These inspections and procedures must take into account the adverse affects repairs, alterations and modifications may have on fatigue cracking and the inspection of the airplane structure. In support of these requirements the FAA has initiated a separate rulemaking activity to require TC and STC holders to make available the data required for developing these damage tolerance inspections and procedures.
- 5. Discussion.** In order to facilitate operator compliance with these requirements, a list of alterations that operators have applied to their airplanes is needed. Pending rulemaking contains a requirement for these STC holders to make available to operators a list of fatigue critical alteration structure and damage tolerance inspections for their alterations and for any repairs to their alterations. Operators must make these lists available within 360 days after the effective date of the rule. Providing a list of alterations that may affect fatigue critical structure will help the FAA Aircraft Certification Office (ACO) notify specific STC holders of their responsibility to support operators. STC holders must make available to operators fatigue critical alteration, structure and damage-tolerance inspections for their alterations and repairs to alterations.

If an STC holder does not intend to make this data available, this early notification will allow operators extra time to obtain the required damage tolerance data for those alterations that are not supported.

**6. Action.** PMI's will generate a Program Tracking and Reporting Subsystem (PTRS) using activity code 3634 and place "AASFR" in the National Use field. In the comments section of the PTRS attach the listing provided by the operator. These actions must be completed by January 31, 2008. In lieu of attaching the list to the PTRS, the list may be e-mailed to [william.d.scott@faa.gov](mailto:william.d.scott@faa.gov) or to [rusty.jones@faa.gov](mailto:rusty.jones@faa.gov).

**7. Disposition.** Direct questions concerning this notice to Aircraft Maintenance Division, AFS-300, at 202-267-7228.

ORIGINAL SIGNED by

James J. Ballough  
Director, Flight Standards Service

### **Appendix A. List of Significant Alterations That May Adversely Affect Fatigue-Critical-Structure**

1. Passenger-to-freighter conversions (including addition of main deck cargo doors).
2. Gross weight increases (increased operating weights, increased zero fuel weights, increased landing weights, and increased maximum takeoff weights).
3. Installation of fuselage cutouts (passenger entry doors, emergency exit doors or crew escape hatches, fuselage access doors, and cabin window relocations).
4. Complete re-engine or pylon alterations.
5. Engine hush-kits.
6. Wing alterations such as installing winglets or changes in flight control settings (flap droop), and alteration of wing trailing edge structure.
7. Antenna Installations.
8. An alteration that changes areas of the fuselage that prevents external visual inspection (e.g., installation of a large external fuselage doubler that results in hiding details beneath it).
9. In general, attachment of interior monuments to fatigue critical structure. Interior monuments include large items of mass such as galleys, closets, and lavatories.

#### **EXAMPLE REPORTING FORMAT**

<b>STC Number</b>	<b>Description</b>	<b>A/C Type (S)</b>	<b>Airplanes</b>	<b>STC Holder</b>	<b>Airplane cert Basis</b>	<b>Comments</b>
SA3915S W-D	Install Galley and Overhead Bins	727-200	125	AAL	CAR 4b	Significant Change to Ceiling Attachment