

DISCRETIONARY MAINTENANCE

1. Scope

A. This section provides reference to discretionary maintenance tasks that may be applicable and/or effective for individual operators.

NOTE: During the MSG-3 Maintenance Review Board Process, not all tasks recommended in Supplier reference documents are determined applicable and/or effective for all operators. As a result, some tasks given in the Supplier Information reference documents may not be included in your maintenance tracking providers scheduled maintenance set-up. However, if an operator desires discretionary maintenance tracking for any inspection task listed in Table 1, or associated Supplier Information documents, contact your maintenance tracking provider to have your reports customized.

Table 1. Discretionary Maintenance

DISCRETIONARY MAINTENANCE		
Maintenance Manual Task Number	Task Title	Reference
Supplier Publication List	Supplier Information	Refer to the Introduction, Supplier Publication List
12-26-00-600	15 Day High Exposure Areas - Airplane Zone 1 Wash	
	(NOTE 1)	
	(NOTE 2)	
	(NOTE 3)	
	(NOTE 4)	
12-26-00-601	45 Day Medium Exposure Areas - Airplane Zone 2 Wash	
	(NOTE 1)	
	(NOTE 2)	
	(NOTE 3)	
	(NOTE 4)	
12-26-00-602	90 Day Low Exposure Areas - Airplane Zone 3 Wash	
	(NOTE 1)	
	(NOTE 2)	
	(NOTE 3)	
	(NOTE 4)	
28-00-02-220	Microbiological Contamination Inspection (Airplanes Not Using the Biocidal Preventative Treatment)	Chapter 28, Fuel Contamination - Inspection/Check
	(3 Months)	
	(NOTE 5)	
28-00-02-221	Microbiological Contamination Inspection (Airplanes Using the Biocidal Preventative Treatment)	Chapter 28, Fuel Contamination - Inspection/Check
	(12 Months)	
	(NOTE 5)	

NOTE 1:

Aircraft washes are a key component of any CPCP. Airplane washes remove corrosive agents from the surface of

the airplane.

NOTE 2:

These wash intervals are a baseline aircraft wash schedule. If an aircraft flies into any Severe Corrosion Areas during its operation route, it may be necessary to increase the frequency of the wash schedule.

NOTE 3:

Cessna strongly recommends washing or rinsing the airplane as soon as possible, no later than three days, after any operation that exposes the airplane to Runway De-Icing (RDI) fluids or airplane deice/anti-ice fluids. Any delay can result in the greater likelihood of corrosion.

NOTE 4:

Operators can refer to the Exterior Cleaning procedures in the Citation Standard Practices Manual, Chapter 20, [Exterior - Cleaning/Washing/Rinse - Servicing](#). The description and operation of corrosion can also be found in the Citation Standard Practices Manual, Chapter 51, [Corrosion - Description and Operation](#). Corrosion severity maps can be found in the Citation Standard Practices Manual, Chapter 51, [Corrosion Severity Maps - Description and Operation](#).

NOTE 5:

The recommended test interval is considered a baseline interval. Based on the history of the airplane and other risk factors, it may be necessary to increase the frequency of the treatment. Refer to Chapter 28, [Fuel Contamination - Description and Operation](#) for a list of risk factors.