

Airworthiness Directive Schedule

Aeroplanes

Cessna 177 Series

29 September 2016

- Notes**
1. This AD schedule is applicable to Cessna aircraft models manufactured under the following FAA Type Certificates:

Cessna Aircraft Models:	FAA Type Certificate:	Eligible Serial Numbers:
177	A13CE	All
177B	A13CE	All
177RG	A20CE	S/N 177RG0283 to 177RG0592 (1973-1974), S/N 177RG0788 to 177RG1051 (1976), and S/N 177RG1267-177RG1366 (1978)

2. The FAA is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs applicable to these aircraft can be obtained directly from the FAA web site. The link to the FAA web site is available on the CAA web site at http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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<p>From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.....</p>		
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DCA/CESS177/1 **Cancelled**

DCA/CESS177/2 **Cancelled - Purpose fulfilled**

DCA/CESS177/3 **Flap System Improvements - Modification**

Applicability: Model 177 Series S/N 17700001 through 17701023

Requirement: Comply with Cessna SESL SE 68-8

Compliance: Within 50 hours TIS

Effective Date: 30 September 1968

DCA/CESS177/4 **Stabilator Skin Trim - Modification**

Applicability: Model 177 Series S/N 17700001 through 17701149

Requirement: Comply with Cessna SESL SE 68-14 (Operation 19A)

Compliance: Next periodic inspection

Effective Date: 30 September 1968

DCA/CESS177/5 **Cancelled**

DCA/CESS177/6 **Fuel Tank Vent Hole - Modification**

Applicability: Model 177 Series S/N 17700001 through 17701036

Requirement: Comply with Cessna SESL SE 68-9

Compliance: Within the next 10 hours TIS

Effective Date: 30 September 1968

DCA/CESS177/7 **Wing Attachment Improvement - Modification**

Applicability: Model 177 Series S/N 17700001 through 17700367

Requirement: Comply with Cessna SESL SE 68-11

Compliance: By 31 August 1968

DCA/CESS177/8 **Stabilator Slot Installation - Modification**

Applicability: Model 177 Series S/N 17700001 through 17701160

Requirement: Comply with Cessna SESL SE 68-14 (Operation 23)
(FAA AD 68-07-09 refers)

Compliance: By 31 August 1968

DCA/CESS177/9 **Cancelled - Purpose fulfilled**

DCA/CESS177/10 Oil Gauge Hose - Modification

Applicability: Model 177 Series S/N 17700001 through 17701164
Requirement: Comply with Cessna SESL SE 68-14 (Operation 14 & 14A) & Supplement. 1 (FAA AD 68-18-02 refers)
Compliance: By 30 November 1968

DCA/CESS177/11 Stall Warning Improvement - Modification

Applicability: Model 177 Series S/N 17700001 through 17701164
Requirement: Comply with Cessna SESL SE 68-22 & Supplement. 1
Compliance: Within next 10 hours TIS
Effective Date: 30 April 1970

DCA/CESS177/12 Cancelled**DCA/CESS177/13 Fuel Quantity Transmitter - Replacement**

Applicability: Model 177 Series S/N 17700001 through 17701180
Requirement: Comply with Cessna SESL SE 69-25 (FAA AD 70-01-02 refers)
Compliance: Within the next 10 hours TIS
Effective Date: 30 April 1970

DCA/CESS177/14 Cancelled - Purpose fulfilled**DCA/CESS177/15 Cancelled****DCA/CESS177/16 Stabilator Attachment - Modification**

Applicability: Model 177 Series S/N 17700001 through 17701370
Requirement: Comply with Cessna SESL SE 70-32 (FAA AD 71-01-03 refers)
Effective Date: By 31 May 1971

DCA/CESS177/17 Fuel Shutoff Valve Control - Modification

Applicability: Model 177 Series S/N 17700001 through 17701530
Requirement: Comply with Cessna SESL SE 70-24 (FAA AD 70-24-04 refers)
Compliance: By 30 April 1971

DCA/CESS177/18 Flap Actuator - Modification

- Applicability:** Model 177 Series S/N 17700001 through 17701633
Model 177RG Series S/N 177RG0001 through 177RG0212
Model F177RG Series S/N F177RG00001 through F177RG0042
- Requirement:** Comply with Cessna SESL SE 72-2 & Supplement. 2
100 Hr or annual inspection required post modification
(FAA AD 72-03-03 R3 refers)
- Compliance:** By 1 January 1973

DCA/CESS177/19 Oil Pressure Gauge Line - Modification

- Applicability:** Model 177 Series S/N 17702001 through 17702041
Model 177RG Series S/N 177RG0001 through 177RG0445
Model F177RG Series S/N F177RG00001 through F177RG0092
- Requirement:** Comply with Cessna SESL SE 74-2 & Supplement. 1
(FAA AD 74-16-06 refers)
- Compliance:** Within the next 50 hours TIS
- Effective Date:** 30 September 1974

DCA/CESS177/20 Air Filter Seal - Replacement

- Applicability:** Model 177 Series S/N 17700001 through 17702220
Model 177RG Series S/N 177RG0001 through 177RG0625
Model F177RG Series S/N F177RG0001 through F177RG0122
if fitted with air filter manufactured between 1 November 1973 and 1 November 1974
- Requirement:** Comply with Cessna SESL SE 75-3
(FAA AD 75-07-02 refers)
- Compliance:** By 31 May 1975

DCA/CESS177/21 Oil Cooler - Inspection and Replacement

- Applicability:** Model 177 Series S/N 17702450 through 17702544
Model 177RG Series S/N 177RG 0875 through 177RG1004
fitted with Stewart Warner oil cooler model 8406J S/N 101 through 1500
- Requirement:** Comply with Cessna SESL SE 76-17
(FAA AD 80-25-07 R1 refers)
- Compliance:** Before further flight, unless already accomplished
- Effective Date:** 29 October 1976

DCA/CESS177/22A Fuel Cap - Modification

- Applicability:** Model 177 Series S/N 17700001 through 17702752
 Model 177RG Series S/N 177RG0001 through 177RG1366
 Model F177RG Series S/N F177RG0001 through F177RG0177
- Requirement:** Fit vented fuel caps with related adapters per Cessna SEB 92-27 (FAA AD 79-10-14 R1 refers)
- Compliance:** Within next 100 hours TIS unless already accomplished
- Effective Date:** DCA/CESS177/22 -. 23 March 1979
 DCA/CESS177/22A - 20 December 1996

DCA/CESS177/23 Electrical System - Modification

- Applicability:** Model 177 Series S/N 17700001 through 17702314
 Model 177RG Series S/N 177RG0001 through 177RG0788
- Requirement:** To prevent inflight electrical system failure, smoke in cockpit and/or fire in wire bundle, behind instrument panel, accomplished the following:
- Disconnect at ammeter or electrical system bus, as applicable, wire which connects bus to cigar lighter receptacle (wire is connected to either the bus side, or equipment side of a circuit breaker, or to the ammeter) then either:
1. Reconnect wire to bus using an existing or newly installed circuit protection device properly rated for wire gauge used, or
 2. Disconnect wire from lighter receptacle and remove it from aircraft, or
 3. Insulate disconnected end of wire and secure it to bundle in which it is routed. (FAA AD 79-08-03 refers)
- Note: FAA AC 43.13-1A contains guidance information on wire gauge/circuit protection device ratings*
- Compliance:** Within next 100 hours TIS
- Effective Date:** 29 June 1979

DCA/CESS177/24A Fuel Tank/Reservoir Drains – Modification and AFM Revision

- Applicability:** Model 177 through 177B, 177RG and F177RG equipped with fuel reservoir(s).
- Requirement:** To preclude possible power loss or engine stoppage due to fuel contamination, accomplish the following:-
1. For models 177 through 177A (S/N 17700001 through 17702123), 177RG (S/N 177RG0001 through 177RG0592), and F177RG (S/N F177RG0001 through F177RG0122), install quick drains in wing fuel tanks and reservoirs per Cessna SIL SE 79-45 and SE 84-8, or by using equivalent aircraft standard hardware.
 2. For models 177, 177A, 177B (S/N 17700001 and on), 177RG (S/N 177RG0001 and on), and F177RG (S/N F177RG0001 through FR177RG0177), insert the following paragraphs into the aircraft flight manual. Alternatively, a manufacturer's flight manual revision with the same wording is acceptable.
 (FAA AD 86-19-11 refers)

PILOT OPERATING PROCEDURES - PREFLIGHT FUEL SYSTEM CHECK**Fuel sampling: Fuel strainer, wing tank and reservoir quick drains.**

1. Place a suitable container under the fuel strainer drain outlet prior to operating the strainer drain control for at least 4 seconds. Check strainer drain closed.
2. Inspect the fluid drained from the fuel strainer and each wing tank quick drain for evidence of fuel contamination in the form of water, rust, sludge, ice or any other substance not compatible with fuel. Also check for proper fuel grade before the first flight of each day and after each refueling. If any contamination is detected, comply with 4 below.
3. Repeat Steps 1 and 2 on each wing tank quick drain.
4. If the aircraft has been exposed to rain, sleet or snow, or if the wing fuel tanks or fuel strainer drains produce water, the fuel reservoir(s) must be checked for the presence of water by operating the fuel reservoir quick drains. The aircraft fuel system must be purged to the extent necessary to insure that there is no water, ice or other fuel contamination.

NOTE 1: The fuel reservoir(s) are located under the fuselage between the firewall and forward door post on all airplane models. Consult the pilots Aircraft Flight Manual, Operating Handbook or Owners Manual in order to determine if one or two reservoir(s) are installed.

NOTE 2: A check for the presence of water using the fuel reservoir quick drains prior to the first flight of each day is considered good operating practice.

DCA/CESS177/24A refers

- Compliance:**
1. Within next 100 hours TIS.
 2. By 1 February 2000

Effective Date: DCA/CESS177/24 - 14 November 1986
DCA/CESS177/24A - 19 November 1999

DCA/CESS177/25A Cancelled – DCA/CESS177/31 refers

Effective Date: 30 June 2011

DCA/CESS177/26 Fuel, Oil or Hydraulic Hose - Removal

Applicability: All model 177 and 177RG series, all S/Ns.

Requirement: To prevent fuel, oil or hydraulic systems failure caused by a collapsed hose, check the aircraft maintenance records for any fuel, oil or hydraulic hose, Cessna P/N S51-10, replaced between March 1995 and 14 March 1997. If any fuel, oil or hydraulic hose, Cessna P/N S51-10, has been replaced between March 1995 and 14 March 1997, accomplish the following:-

Before further flight physically check for a diagonal or spiral external reinforcement wrap per Cessna SB SEB96-15. Replace any P/N S51-10 hose that has a diagonal or spiral pattern external reinforcement wrap with a P/N S51-10 hose that has a criss-cross pattern external wrap per SB SEB96-15.
(FAA AD 97-01-13 refers)

Compliance: Within next 60 hours TIS or 60 days, whichever is the sooner.

Effective Date: 14 March 1997

DCA/CESS177/27 Fuel Selector Valve Cam - Replacement

Applicability: Model 177 series (all models) equipped with Fuel Selector Valve Cam P/N 0513123, or Fuel Selector Valve P/N 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200; that Cessna shipped from December 6, 1998, through May 10, 1999.

Requirement: To prevent partial or complete loss of engine power replace any of the affected fuel selector valve cams or fuel selector valves per Cessna Service Bulletin SEB99-7.
Any of the affected fuel selector valve cams or fuel selector valves held as spares must not be fitted to any aircraft.
(FAA AD99-27-02 refers)

Compliance: By 24 March 2000

Effective Date: 24 February 2000

DCA/CESS177/28 Fuel Strainer Assembly – Inspection

Applicability: Models 177, 177A, 177B, 177RG and F177RG that have fitted a Cessna P/N 0756005-2 top assembly, P/N 0756005-8 fuel strainer assembly, or a P/N 0756005-9 fuel strainer assembly shipped from Cessna between 12 December 1996, and 5 September 1997.

Note: All aircraft S/Ns, including those manufactured in France that have a capital "F" or "FR" prefix on the model number:

Requirement: To prevent foreign material from entering the fuel system and engine, which could result in loss of engine power or complete engine stoppage during flight, accomplish the following:-

1. Measure the standpipe in the fuel strainer assembly (tube in the filter strainer top assembly) for a visible maximum length of 1.68 inches, per Cessna SEB 97-9. If the standpipe measures greater than 1.68 inches, prior to further flight, replace the filter strainer top assembly per SEB 97-9.

2. Do not fit to any aircraft a fuel strainer assembly where the standpipe measures greater than 1.68 inches.
(FAA AD 2000-06-01 refers)

Compliance: 1. By 27 April 2001
2. From 27 April 2000

Effective Date: 27 April 2000

DCA/CESS177/29 Shoulder Harness – Inspection & Modification

Applicability: Model 177 S/N 661, 17700001, and 17700003 through 17701164.
 177A S/N 17701165 through 17701370.
 177B S/N 17701371 through 17701471 and,
 17701473 through 17701530,
 which have incorporated Cessna Mod Kit AK177-10.

Requirement: To prevent slippage of the pilot and copilot shoulder harness, which could result in serious injury to the pilot and copilot, accomplish the following:

1. Inspect the upper shoulder harness adjuster P/N 443030-401 for the presence of a retainer spring, in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1.
2. If a retainer spring is found during the inspection of the upper shoulder harness adjuster, prior to further flight remove the spring by cutting each side; and stamp out the -401 identification number in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1
3. If a retainer spring is not found during the inspection of the upper shoulder harness adjuster, make an entry in the airplane log book showing compliance with this AD.
4. Only incorporate Cessna Accessory Kits that have been inspected and modified in accordance with this AD.
(FAA AD 2004-19-01 refers)

Compliance: Within the next 100 hours TIS

Effective Date: 25 November 2004

DCA/CESS177/30 Alternate Static Source Selector – Inspection

Applicability: Model 177, 177A, 177B, 177RG and F177RG aircraft, all S/N manufactured between 1 January 1993 and 31 March 2008, or fitted with an alternate static air source selector valve P/N 2013142-18 as a replacement part between 1 January 1993 and 31 March 2008.

Note 1: Alternate static air source selector valve P/N 2013142-18 replaced P/N 2013142-9, -13 and -17.

Requirement: To prevent erroneous indications from the altimeter, airspeed and vertical speed indicator which could cause the pilot to react to incorrect flight information and possibly result in loss of aircraft control, accomplish the following:

1. Inspect the alternate static air source selector valve and establish whether the static air port on the forward end of the valve is clearly visible and not covered by the P/N identification placard per the procedures in Cessna Single Engine SB SB08-34-02 revision 1 dated 6 October 2008, Cessna Caravan SB CAB08-4 revision 1 dated 6 October 2008, Cessna Single Engine SB SEB08-5 dated 13 October 2008 or Cessna Multi-engine SB MEB08-6 dated 13 October 2008, as applicable.

If the static air port is found covered by the P/N identification placard, remove the placard from the selector valve body and ensure the port is open and unobstructed. Discard the placard and record the P/N of the alternate static air source selector valve in the aircraft logbook.

2. Before fitting an alternate static air source selector valve P/N 2013142–18 to any aircraft, accomplish requirement 1 of this AD.

Note 2: If the alternate static air source selector valve port is found covered by the P/N identification placard, submit a defect report form CA005D to the Civil Aviation and provide the aircraft model, S/N and aircraft TTIS.

(FAA AD 2008-26-10 refers)

Compliance:

1. By 3 February 2009 for IFR aircraft, and within the next 100 hours TIS or by 23 May 2009 whichever occurs sooner for non IFR aircraft.
2. From 23 January 2009.

Effective Date: 23 January 2009

DCA/CESS177/31 Seat Adjustment Mechanism – Inspection and Replacement

Applicability: Model 177, 177A, 177B, 177RG and F177RG aircraft, all S/N.

Note 1: This AD supersedes DCA/CESS177/25A to introduce additional inspection requirements, to improve the clarity of the required inspections, and provide improved figures/graphics. The FAA continue to receive reports of inadvertent seat movement. These reports included an incident of a seat separating from the seat track due to wear of the seat roller housing tangs.

Requirement: To prevent seat slippage or disengagement of the seat roller housing from the seat rail which could result in the pilot/copilot being unable to reach all the controls and loss of aircraft control, accomplish the following:

Accomplish the inspections and corrective actions in FAA AD 2011-10-09 on the seat rails; seat rollers, washers, and axle bolts or bushings; seat roller housings and the tangs; and the lock pin springs.

Note 2: A copy of FAA AD 2011-10-09 can be obtained from the FAA website at:
http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet

(FAA AD 2011-10-09 refers)

Compliance: Within the next 100 hours TIS after the last inspection accomplished per DCA/CESS177/25A (FAA AD 87-20-03 R2 refers) or by 30 June 2012 whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS or every 12 months whichever occurs sooner.

Effective Date: 30 June 2011

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http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

* [71-24-04](#) **Fuel and Oil Flexible Hose Assemblies - Inspection**

Compliance: Before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at the intervals specified in the FAA AD.

Effective Date: 29 September 2016