

# Airworthiness Directive Schedule

## Aeroplanes

### Cessna 172 Series

25 July 2013

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- Notes**
1. This AD schedule is applicable to Cessna 172 series aircraft manufactured under FAA Type Certificate No. 3A12, Cessna model R172K and 172RG aircraft manufactured under FAA Type Certificate No. 3A17 and Reims/Cessna model F172P aircraft manufactured under European Aviation Safety Agency (EASA) Type Certificate No. DGAC 77.
  2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Cessna 172 series aircraft. State of Design ADs applicable to Cessna 172 series 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](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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<b>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 <a href="http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html">http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html</a> 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.</b> .....		
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**DCA/CESS172/101 Exhaust Stack Brace - Modification****Applicability:** Model 172 S/N 36216 through 36769**Requirement:** Comply with Cessna SL 170/172-13  
(FAA AD 90-06-03R1 refers)**Compliance:** By 30 September 1958**DCA/CESS172/102 Narco Model 300 Position Light Flasher - Modification****Applicability:** Model 172 Series S/N 28000 through 36003 that incorporate a Narco flasher model 300 in the lighting system**Requirement:** Comply with Cessna SL 180/182-41-1  
(FAA AD 59-10-03 refers)**Compliance:** By 1 September 1959**DCA/CESS172/103 Cancelled: Purpose fulfilled****DCA/CESS172/104 Re-Routing of Vacuum Line - Modification****Applicability:** Model 172 Series S/N 17247747 through 17248095**Requirement:** Comply with Cessna SL 170/172-26**Compliance:** Next periodic inspection**Effective Date:** 28 February 1961**DCA/CESS172/105 Cancelled: Purpose fulfilled****DCA/CESS172/106 Cancelled: Purpose fulfilled****DCA/CESS172/107 Cancelled: Purpose fulfilled****DCA/CESS172/108 Cancelled: Purpose fulfilled****DCA/CESS172/109 Cancelled: Once only inspection, purpose fulfilled****DCA/CESS172/110 Cancelled: Purpose fulfilled, information now in maintenance manual****DCA/CESS172/111 Cancelled: Once only inspection, purpose fulfilled****DCA/CESS172/112 Cancelled: Once only inspection, purpose fulfilled**

**DCA/CESS172/113      Cancelled: Once only inspection, purpose fulfilled**

**DCA/CESS172/114      Cancelled: Purpose fulfilled**

**DCA/CESS172/115      Cancelled: Once only inspection, purpose fulfilled**

**DCA/CESS172/116      Seat Belt Attachment - Modification**

**Applicability:** Model 172 Series S/N 17248735 through 17251102

**Requirement:** Comply with Cessna SL 64-6

**Compliance:** Next periodic inspection

**Effective Date:** 30 November 1966

**DCA/CESS172/117      Cancelled: Once only inspection, purpose fulfilled**

**DCA/CESS172/118      Re-Routing of Carburettor Heat Control - Modification**

**Applicability:** Model 172 Series S/N 28138 through 17253392

**Requirement:** Comply with Cessna SL 66-38-1

**Compliance:** Next periodic inspection

**Effective Date:** 30 June 1966

**DCA/CESS172/119      Cancelled: purpose fulfilled**

**DCA/CESS172/120B      Electric Flap Actuator – Inspection, Maintenance and Modification**

**Applicability:** Model 172F, G, H, I, K and L aircraft, S/Ns 17251823 through 17259904  
 Model F172F, G, H and K aircraft, S/Ns F17200086 through F17200804  
 Model R172E, F, G and H aircraft, S/Ns R1720001 through R1720494  
 Model FR172E, F, G and H aircraft, S/Ns FR17200001 through FR17200305

**Requirement:** To prevent inadvertent retraction of the wing flaps and to insure positive operation of the electrical wing flap actuators, accomplish the following:

1. On all aircraft with more than 100 hours TTIS up to 500 hours TTIS, inspect the actuator jack screw for condition of lubricant and presence of contamination and scale, per the procedure in Cessna Service Letter SE70-16, supplement one, dated 10 July 1970.

If any of the conditions prescribed in the inspection criteria are noted, remove, clean and relubricate the actuator jack screw, per Cessna Service Letter SE70-16, dated 12 June 1970, prior to further flight.

2. On all aircraft with more than 500 hours TTIS, remove, clean and relubricate the actuator jack screw, per the procedure in SL SE70-16.

3. Modify the aircraft per Cessna Service Letter SE72-2, dated 21 January 1972, and Cessna Service Letter SE72-2, supplement one, dated 24 March 1972, or alternatively Cessna Service Letter SE72-17, revision 1, dated 12 January 1973.

**Note 1:** The snubbers installed on certain aircraft, per SL SE72-2, supplement one, are not required with actuators specified by SL SE72-17, revision 1.

(FAA AD 72-03-03 R3 refers)

**Note 2:** Modification of the aircraft per requirement three, is a terminating action to the requirements one and two of this AD.

- Compliance:**
1. Within the next 25 hours TIS, unless already accomplished within the previous 75 hours TIS, and thereafter at intervals not to exceed 100 hours TIS.
  2. Within the next 25 hours TIS, unless already accomplished within the previous 75 hours TIS, and thereafter at intervals not to exceed 12 months or at each annual inspection, whichever occurs sooner.
  3. By 1 December 2006, unless already accomplished.
- Effective Date:** DCA/CESS172/120A - 28 February 1969  
DCA/CESS172/120B - 1 December 2005

**DCA/CESS172/121B Fuel Tank Calibration - Inspection**

- Applicability:** Model 172 Series S/N 17248735 through 17256512
- Requirement:**
1. A physical check of the fuel capacity of each individual aircraft is to be made to determine the total usable fuel contents allowing 6 litres (1.25 imp. gallons) per tank unusable fuel. Placards are then to be prepared clearly indicating the total usable fuel capacity and placed in the aircraft.
  2. The markings at the fuel tank filler neck shall be amended to read "Fuel 80/87 Minimum Grade. Total capacity. . . . .litres (imp. gallons)" using letters not less than 1 inch minimum size type. Insert total capacity (as determined above including unusable fuel).
- (FAA AD 71-18-01 refers)
- Compliance:** By 31 January 1972

**DCA/CESS172/122 Stall Warning Horn - Modification**

- Applicability:** Model 172 Series S/N 17254893 through 17257161  
Model F172 Series S/N F172 0320 and up  
Model FR172 Series S/N FR1720001 and up
- Requirement:** Comply with Cessna SESL SE 68-22 and Supl. 1  
(FAA AD 68-17-04 refers)
- Compliance:** Within the next 10 hours TIS
- Effective Date:** 28 February 1969

**DCA/CESS172/123 Oil Pressure Line - Replacement**

- Applicability:** Model 172 Series S/N 17256513 through 17259043
- Requirement:** Comply with Cessna SESL SE 70-10 & Supl. 1  
(FAA AD 70-10-06 refers)
- Compliance:** By 31 July 1970

**DCA/CESS172/124A Engine Power Settings Placard - Modification**

- Applicability:** All model 172 Series delivered prior to 10 November 1970
- Requirement:** Comply with Cessna SESL SE 70-31 Supl.1.
- Compliance:** Within the next 25 hours TIS
- Effective Date:** 31 May 1971

**DCA/CESS172/125      Nose Gear Fork - Inspection and Modification**

- Applicability:** Model 172 Series S/N 28000 through 17249544
- Requirement:** Comply with Cessna SESL SE 71-34  
(FAA AD 71-22-02 refers)
- Compliance:** Inspect every 100 hours TIS until modified in accordance with Cessna service kit 175-9B or approved equivalent
- Effective Date:** 31 December 1971

**DCA/CESS172/126      Cancelled – Purpose Fulfilled****DCA/CESS172/127      Fuel Tank Management Placard - Modification**

- Applicability:** Model 172 Series ALL S/Nos prior to 17258856  
Model F172 Series S/N F17200001 through F17200780
- Requirement:** Comply with Cessna SESL SE 72-7. Recommendations 1 and 2 (fit placard) or recommendation 3 (modify)  
(FAA AD 72-07-02 refers)
- Compliance:** Within the next 10 hours TIS
- Effective Date:** 31 March 1972

**DCA/CESS172/128A      Wing Spar Attachment - Modification**

- Applicability:** Model 172 Series S/N 17261664 through 17261808
- Requirement:** Comply with Cessna SESL SE 73-20  
(FAA AD 73-23-07 refers)
- Compliance:** Within the next 50 hours TIS
- Effective Date:** DCA/CESS172/128 - 30 September 1973  
DCA/CESS172/128A - 20 December 1996

**DCA/CESS172/129      Javelin Auxiliary Fuel System - Modification**

- Applicability:** All model 172 Series equipped with Javelin auxiliary fuel system
- Requirement:** Comply with Cessna SESL SE 69-24  
(FAA AD 73-17-01 refers)
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 30 September 1973

**DCA/CESS172/130 Fuselage Bulkhead Assembly - Inspection**

- Applicability:** Model 172 Series S/N 17260759 through 17261495  
Model F172 Series S/N F17200905 through F17201034  
Model FR172 Series S/N FR17200351 through FR17200440
- Requirement:** Comply with Cessna SESL SE 73-37  
(FAA AD 74-04-01 refers)
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 15 May 1974

**DCA/CESS172/131 Oil Cooler - Inspection and Replacement**

- Applicability:** Model 172 Series S/N 17266981 through 17267800
- Requirement:** Inspect and replace per Cessna SESL SE 76-17 & Supl. 1 Stewart Warner oil cooler model 8406J S/N 101 through 1500, or model 10599A S/N 101 through 700.
- Compliance:** Before further flight, unless already accomplished
- Effective Date:** 29 October 1976

**DCA/CESS172/132 Wing Flap Actuator Ball Nut Assembly - Inspection, Placard and Replacement**

- Applicability:** Model 172 Series S/N 17267789 through 17268239  
Model R172 Series S/N R1722028 through R1722140
- Requirement:** Inspect and replace per Cessna SESL SE 76-25  
(FAA AD 77-02-09 refers)
- If the date code stamp on the actuator is OH, HH, WH, or ZH, install a placard near the flap control which reads:  
'FLAP EXTENSION PROHIBITED',  
Until the ball nut assembly has been replaced per Cessna SESL SE 76-25.
- Compliance:** Inspection - before further flight unless already accomplished. If assembly found defective, placard as above before further flight and replace assembly within next 50 hours TIS
- Effective Date:** 18 February 1977

**DCA/CESS172/133 Ground Service Plug - Inspection**

- Applicability:** Model 172 Series S/N 17265685 through 17268080  
Model R172 Series S/N R1722000 through R1722109
- Requirement:** Comply with Cessna SESL SE 77-1 & Supl. 1  
(FAA AD 77-12-08 refers)
- Compliance:** Prior to next use of external ground service plug but not later than 30 September 1977
- Effective Date:** 5 August 1977



**DCA/CESS172/134A Fuel Cap - Modification**

- Applicability:** Model 172 Series S/N 17228000 through 17229999  
and S/N 17236000 through 17236999  
and S/N 17246001 through 17265684  
Model F172 Series S/N F172-0001 through F17201384  
Model FR172 Series S/N FR17200001 through FR17200559  
Model P172 Series S/N P17257120 through P17257188  
Model FP172 Series S/N FP172-0001 through FP172-0003
- Requirement:** Fit vented fuel caps with related adapters and fuel servicing placards per Cessna SEB92-27.  
  
(FAA AD 79-10-14 R1 refers)
- Compliance:** Within next 100 hours TIS unless already accomplished
- Effective Date:** DCA/CESS172/134 - 23 March 1979  
DCA/CESS172/134A - 20 December 1996

**DCA/CESS172/135 Electrical System - Modification**

- Applicability:** Model 172 Series S/N 17228000 through 17229999  
and S/N 172 46001 through 17250572  
and S/N 17259224 through 17267584  
Model R172 Series S/N R1722000 through R1722724  
Model P172 Series S/N P17257120 through P17257189
- 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/CESS172/136A Map Light Switch - Inspection and Modification**

- Applicability:** Model 172N : S/N 17267585 through 17270049; 17270051 through 17274009;  
17261445, 17261578, and 17270050.  
Model 172P : S/N 17274010 through 17276654.  
Model 172RG : S/N 172RG0001 through 172RG1191; and 691.  
Model F172N : S/N F17201515 through F17202039.  
Model F172P : S/N F17202040 through F17202254.  
Model FR172J : S/N FR17200531 through 17200590.  
Model FR172K : S/N FR17200591 through 17200675.  
Model R172K : S/N R1722000 through R1723454; and 680.

- Requirement:** To detect and correct any chafing between the map light switch and the bordering fuel line, which could result in a fuel leak or an in-flight fire, accomplish the following:-
- Ensure that at least 0.5 inch clearance exists between map light switch and fuel line on left forward door post. Verify that map light switch insulator P/N 0511080-1 is installed and is providing effective insulation. If insulator is missing or damaged, install insulator per Cessna SEB00-1 before further flight. If there is any chafing or arcing damage to the fuel line, install new fuel line per Cessna SEB00-1 and aircraft maintenance manual before further flight.
- (FAA AD 2001-23-03 refers)
- Compliance:** Within next 100 hours TIS or by 20 December 2002 whichever is the sooner. Thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** DCA/CESS172/136 - 21 March 1980  
DCA/CESS172/136A - 20 December 2001

#### **DCA/CESS172/137 Tachometer Shaft Connector - Inspection**

- Applicability:** Model R172 Series S/N R1722000 through R1723204
- Requirement:**
1. Check breakaway torque of Cessna P/N 0550296-1 tachometer drive connector per FAA emergency AD dated 13 March 1980 and retorquing as necessary
  2. If breakaway torque is less than 200 inch-pounds or greater than 350 inch-pounds renew engine oil pump components specified, before further flight
- Compliance:** Within next 10 hours TIS
- Effective Date:** 26 March 1980

#### **DCA/CESS172/138 Flap Cable Installation - Modification**

- Applicability:** Model 172 Series S/N 17267585 through 17272447  
and S/N 17261445  
Model R172 Series S/N R1722000 through R1723127  
Model F172 Series S/N F17201515 through F17201909  
Model FR172 Series S/N FR1720591 through FR1720655
- Requirement:** Embody Cessna service kit SK172-60A per Cessna SESIL SE 79-16 & Supl. 1.  
(FAA AD 80-06-03 refers)
- Compliance:** Prior to accumulation of 1000 hours TTIS. Aircraft with 900 hours or more TIS, within next 100 hours TIS
- Effective Date:** 18 April 1980

#### **DCA/CESS172/139 Mixture Control - Inspection**

- Applicability:** Model 172RG Series S/N 172RG0001 through 172RG0573
- Requirement:** Inspect for correct control connection per Cessna SESIL SE 80-83 and rectify any installation found defective before further flight.  
(FAA AD 80-19-08 refers)
- Compliance:** Within next 25 hours TIS unless already accomplished
- Effective Date:** 24 October 1980

**DCA/CESS172/140B Elevator Control System - Inspection and Rework**

- Applicability:** Model 172N and 172P aircraft, S/Ns 17271035 through 17274523  
Model R172K aircraft, S/Ns R1722930 through R1723425  
Model F172 aircraft, S/Ns F17201750 through F17202134  
Model FR172 aircraft, S/Ns FR1720631 through FR1720675  
Model 172RG aircraft, S/Ns 172RG0001 through 172RG0789
- Requirement:** To ensure integrity of the elevator control system, accomplish the following:
1. Gain access to the aft fuselage.
  2. Loosen the up-elevator cable turn-buckle.
  3. Detach the cable clevises from the aft elevator bellcrank, clean clevis and bellcrank mating surfaces and ensure that clearance exists between the clevis and bellcrank.
  4. Reassemble with clevis attachment bolt head to right-side of bellcrank for upper bolt, and left-side for lower bolt. Ensure that clevises swivel freely after reassembly.
  5. Tension the elevator cables to 30± 10lb and resafety turnbuckle.
  6. Check operation of elevator control system. Cessna SESIL SE 80-78 revision 1 refers, but does not fully satisfy the requirement.
- (FAA AD 81-16-09 refers)
- Compliance:** Within next 50 hours TIS unless already accomplished
- Effective Date:** DCA/CESS172/140 - 20 March 1981  
DCA/CESS172/140A - 8 October 1982  
DCA/CESS172/140B - 27 April 2006

**DCA/CESS172/141A Exhaust Muffler Shroud - Modification and Inspection**

- Applicability:** Model 172RG Series All S/N's
- Requirement:**
1. Modify muffler shroud per Cessna SIL SE 83-13 and visually inspect flanges on outer diameter of muffler ends for cracks.
  2. Visually inspect shroud for security and correct location and flanges on outer diameter of muffler ends for cracks.
  3. Repair or renew cracked parts before further flight.
- (FAA AD 83-14-04 refers)
- Compliance:**
1. Modification and inspection: within next 50 hours TIS
  2. Inspection - at intervals not exceeding 50 hours TIS
  3. Repaired parts - reinspect within 25 hours TIS after repair
- Effective Date:** DCA/CESS172/141 - 3 April 1981  
DCA/CESS172/141A - 19 August 1983

**DCA/CESS172/142 Rudder Trim/Nose Gear Steering Bungee - Placard/Modification**

- Applicability:** Model 172RG Series S/N 172RG0001 through 172RG0769
- Requirement:** 1. In clear view of pilot affix placard which, in letters not less than 3/32 inch high, reads:  
"Elevator movement may be limited when right rudder is applied. If this condition is encountered, centre the rudder pedals, land as soon as practical and modify per AD DCA/CESS172/142 prior to further flight"  
2. Install steering Bungee P/N 2467003-6 per Cessna SESIL SE 80-99 Rev 1 (FAA AD 81-14-06 refers)
- Compliance:** 1. Placard - within next 5 hours TIS  
2. Modification - within next 50 hours TIS or at 200 hours TTIS whichever is the later. Placard can be removed when modified.
- Effective Date:** 16 July 1981

**DCA/CESS172/143 Right Hand Control Wheel Installation - Modification**

- Applicability:** Models 172 Series S/N 17266940 through 17275759  
Model R172 Series S/N R1722000 through R1723454  
Model F172 Series S/N F17201445 through F17202194  
Model FR172 Series S/N FR17200591 through FR17200675
- Requirement:** To preclude possibility of control travel restriction, modify per Cessna SIL SE 82-38
- Compliance:** Within next 100 hours TIS
- Effective Date:** 8 October 1982

**DCA/CESS172/144 Aileron Hinge Pin Installation - Inspection**

- Applicability:** Model 172 Series S/N 17271035 through 17276014  
Model R172 Series S/N R1722930 through R1723454  
Model F172 Series S/N F17201750 through F17202202  
Model FR172 Series S/N FR17200631 through FR17200675  
Model 172RG Series S/N 172RG0001 through 172RG1137  
as respectively detailed in Cessna SIL SE 83-18
- Requirement:** Inspect per Cessna SIL SE 83-18 and rectify defective installations as prescribed (FAA AD 83-22-06 refers)
- Compliance:** Within next 100 hours TIS unless already accomplished
- Effective Date:** 16 December 1983

**DCA/CESS172/145A      Cancelled – DCA/CESS172/174 refers****Effective Date:** 30 June 2011**DCA/CESS172/146      Instrument Panel Light Rheostat - Replacement****Applicability:** Model 172 Series S/N 17250573 through 17259223  
Model F172 Series S/N F1720019 through 17200754  
Model R172 Series R1720001 through R1720452  
Model FR172 Series S/N FR17200001 through FR17200225.**Requirement:** To prevent an in-flight fire caused by a short circuit in the electrical wiring controlled by the instrument panel light dimming rheostat, accomplish the following:-

Replace the existing rheostat with one of improved design that is current limited and heat protected, P/N RD-0015H-1600, per Cessna SEB92-33R2.

(FAA AD 93-24-15 refers)

**Compliance:** By 30 September 1994**Effective Date:** 18 March 1994**DCA/CESS172/147      Fuel, Oil or Hydraulic Hose - Removal****Applicability:** Model 172 series, all models, 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/CESS172/148      Engine Cowling - Modification****Applicability:** Model 172R S/N 17280001 through 17280081.**Requirement:** To prevent the cowling from rubbing against the gascolator drain valve or the tailpipe, which could result in fuel loss and engine stoppage, modify both the gascolator cowling area and tailpipe cowling area per Cessna SB 97-28-01.

(FAA AD 97-12-06 refers)

**Compliance:** Before issue of first New Zealand Airworthiness Certificate.**Effective Date:** 1 August 1997

**DCA/CESS172/149      Alternate Static Air Source - Placard and Inspection**

**Applicability:** Model 172R S/N 17280003 through 17280171, 17280173 through 17280175, 17280177 through 17280179, 17280182 through 17280184, 17280186, 17280189, 17280190, 17280192 through 17280212, 17280214, 17280216 through 17280221, 17280223 through 17280236, 17280239 through 17280251, 17280253 through 17280263, 17280265, 17280268, 17280270 through 17280272, 17280283, 17280297, and 17280301.

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

1. Fabricate a placard with the following words, using letters at least 1/8-inch in height, and install this placard in the cockpit within the pilot's clear view:

IFR operation is prohibited.

Use of the alternate static air source is prohibited.

2. Inspect the alternate static air source valve to assure that the alternate static air source valve is not restricted by the identification placard and to assure that the valve body does not separate from the valve flange per Cessna SB 97-34-02, Revision 1.

If the alternate static air source valve is restricted, prior to further flight rework the alternate static air source assembly per SB 97-34-02, Revision 1.

If the valve body separates from the valve flange, replace the alternate static air source assembly per the maintenance manual at one of the following compliance times. Prior to further flight to eliminate the operating limitations required by the placard above, or within the next 25 hours TIS provided the operating limitations required by the placard are adhered to.

*Note 1: The placard requirements of this AD may be eliminated when the inspection, rework, and replacement requirements are accomplished.*

*Note 2: Within 28 days after the inspection send the results of the inspection to the CAA.*

(FAA AD 98-01-01 refers)

- Compliance:**
1. Before further flight.
  2. Within the next 100 hours TIS or within the next 4 calendar months, whichever occurs first.

**Effective Date:** 15 January 1998

**DCA/CESS172/150      Engine Exhaust Muffler - Replacement**

**Applicability:** Model 172R S/N 17280001 through 17280305, that are equipped with an Aeroquip engine exhaust muffler P/N 00624-NH4000011-10 71379 0554011-2.

The letters "PT" or "PTT" stamped on the right-hand external ring that supports the muffler cabin heater shroud indicate that Cessna has built or re-built the part. Parts marked in this manner are not Aeroquip parts.

**Requirement:** To prevent carbon monoxide gas from entering the aircraft's cabin heating system and cabin, which, could result in passenger and pilot injury with consequent loss of control of the aircraft, accomplish the following:-

1. De-activate the cabin heating system by ensuring that the valve mechanism is functional, and that the cabin heat valve lever is safety wired in the down "off" position.

Fabricate and install a placard near the cabin heat control knob, within the pilot's clear view, using at least 1/8-inch letters with the following words:

**CABIN HEATER INOPERATIVE**

2. Replace the engine exhaust muffler with a muffler having one of the following P/Ns per the appropriate Cessna maintenance manual:

00624-NH4000011-10 71379 0554011-2-PTT, or  
0554011-2, or 0554011-6, or an FAA-approved equivalent P/N.

P/N 0554011-2 will have "PT" stamped on the right-hand external ring that supports the muffler; and, P/N 0554011-6 may have "PT" stamped on the right-hand external ring.

The cabin heating system may be re-activated and the placard may be removed, once the muffler is replaced.

(FAA AD 98-02-05 refers)

- Compliance:**
1. Before further flight.
  2. Replace the engine exhaust muffler within the next 50 hours TIS. If replacement parts are not available, the aircraft may continue to be operated for a period not to exceed 6 calendar months from the effective date of this AD, provided the cabin heating system remains de-activated.

**Effective Date:** 13 February 1998

**DCA/CESS172/151 Aileron and Elevator Control Systems - Inspection**

**Applicability:** Model 172R S/N 17280001 through 17280475 and 17280506.

**Requirement:** To prevent loss of aileron and elevator control, which could result in loss of control of the aircraft, accomplish the following:-

1. For Cessna 172R aircraft with S/Ns 17280001 through 17280326, 17280328, 17280330 through 17280335, 17280337, 17280339 through 17280342, 17280345, 17280346, 17280350, 17280353 through 17280359, 17280361 through 17280364, 17280366, 17280367, 17280371, 17280377, 17280380 through 17280383, 17280385, 17280387, 17280390, 17280391, 17280393, 17280397, 17280423, 17280432 through 17280434, 17280440, 17280441, 17280457, 17280460, 17280461, 17280465 through 17280470, and 17280474:-

(a) Inspect the aileron control cables in the center console area for incorrect routing over the cable guard, fraying or damage per Cessna SB98-27-02.

(b) Prior to further flight, re-route any aileron control cable found out of place, and replace any aileron control cable found frayed or damaged per Cessna SB98-27-02.

2. For Cessna 172R aircraft with S/Ns 17280002, 17280004, 17280021, 17280024, 17280069 through 17280073, 17280075, 17280077, 17280079 through 17280081, 17280083, 17280086, 17280092, 17280095, 17280109, 17280114, 17280120 through 17280124, 17280127, 17280133, 17280136, 17280147, 17280148, 17280150, 17280159, 17280163, 17280171, 17280207, 17280214, 17280224, 17280234, 17280239, 17280242, 17280248, 17280251, 17280253, 17280257, 17280262, 17280275, 17280281, 17280282, 17280285, 17280287, 17280292, 17280301, 17280305, 17280329, 17280337, 17280338, 17280341, 17280342, 17280343, 17280345, 17280351, 17280354, 17280356, 17280357, 17280359, 17280365, 17280429, and 17280506 that were not factory equipped with an autopilot:-

(a) Inspect the right-hand wing for an incorrectly routed aileron control cable per Cessna SB98-27-05.

(b) If the aileron control cable is mis-routed, prior to further flight, correct the routing, and if there is fraying or damage to the aileron control cable, prior to further flight, replace the control cable per Cessna SB98-27-05

3. For Cessna 172R aircraft with S/Ns 17280001 through 17280349:-

(a) Inspect for a loose or incorrectly installed center lock clamp on the forward aileron control cable drum per Cessna SB98-27-03.

(b) If the center lock clamp is loose or is installed incorrectly, prior to further flight, correct and adjust appropriately per Cessna SB98-27-03.

4. For Cessna 172R aircraft with S/Ns 17280001 through 17280475:-

(a) Inspect for loose or missing elevator trim actuator mounting screws, loose rudder circuit pulleys, missing rudder cable guard pins, incorrect elevator trim cable routing, aileron control cable clearance, and flight control cable tension or rigging outside the design specifications per Cessna SB98-27-06.

(b) If any condition in paragraph 4 a) of this AD is found, prior to further flight, repair, replace, or correct per Cessna SB98-27-06.

(FAA AD 98-13-41 refers)

**Compliance:** Within the next 25 hours TIS.

*Note: Some aircraft S/Ns may appear in all of the actions required by this AD and some S/Ns may only appear in one action required by this AD. It is recommended to look at each group of S/Ns closely.*

**Effective Date:** 23 July 1998

#### **DCA/CESS172/152 Lower Forward Doorpost Bulkhead - Modification**

**Applicability:** Model 172R with the following S/Ns;  
17280004 through 17280016, 17280101 through 17280113,  
17280018 through 17280050, 17280115, 17280052 through 17280058, 17280116,  
17280060 through 17280062, 17280118 through 17280125, 17280064,  
17280128 through 17280131, 17280066 through 17280082, 17280138  
17280085 through 17280099.

**Requirement:** To prevent reduced structural rigidity at the lower forward doorpost bulkhead, which could result in structural cracking, modify the lower forward doorpost by installing the specified rivets per Cessna SB 97-53-02.

(FAA AD 98-14-07 refers)

**Compliance:** Within next 100 hours TIS.

**Effective Date:** 31 July 1998

#### **DCA/CESS172/153 Aileron Control Cable - Inspection**

**Applicability:** Model 172R, S/N 17280437, 17280439, 17280454, 17280456, and 17280459; that were not factory equipped with an autopilot.

**Requirement:** To prevent loss of aileron control caused by a damaged or frayed aileron control cable, which could result in loss of directional control of the aircraft, accomplish the following:-

Inspect the right wing for an incorrectly routed, frayed, or damaged aileron control cable, per Accomplishment Instructions in Cessna SB98-27-05 Rev 1.



Prior to further flight, re-route any incorrectly routed cable and replace any frayed or damaged cable, per the applicable maintenance manual.

(FAA AD 98-25-03 refers)

**Compliance:** Within the next 25 hours TIS.

**Effective Date:** 12 February 1999

#### **DCA/CESS172/154 Control Column Pivot Bolt - Inspection**

**Applicability:** Model 172R S/N 17280003 through 17280016, 17280018 through 17280060, 17280062, 17280063, 17280065 through 17280071, 17280073 through 17280083, 17280085 through 17280088, 17280090, 17280091, and 17280093 through 17280096, that are equipped with Cessna Modification Kit MK 172-27-01 that was shipped between 21 September 1998, and 18 April 1999.

*Note: Modification Kit MK172-27-01 was issued to reduce friction in the elevator control system. Kits shipped between 21 September 1998, and 18 April 1999, could contain incorrect length control yoke pivot bolts and, when installed, could rub on one of the adjacent aileron control cables.*

**Requirement:** To prevent failure of an aileron control cable because of an incorrect length control yoke pivot bolt rubbing on the cables, accomplish the following:-

Inspect the control yoke pivot bolt to assure positive clearance between the pivot bolt's threaded end and the aileron direct cable per Cessna SB99-27-01. If positive clearance is not found, prior to further flight, replace the control yoke pivot bolt; and inspect the adjacent aileron control cables for damage and replace any damaged aileron control cable.

(FAA AD 99-18-14 refers)

**Compliance:** Inspect within the next 25 hours TIS.

As of the effective date of this AD, Cessna Modification Kit MK 172-27-01 that was shipped between 21 September 1998, and 18 April 181999, must not be installed on any aircraft unless a replacement control yoke pivot bolt is obtained from the manufacturer, and incorporated with the modification kit.

**Effective Date:** 30 September 1999

#### **DCA/CESS172/155 Fuel Tank/Reservoir Drains – Modification and Flight Manual Revision**

**Applicability:** Model R172 through R172K, FR172E through FR172K, equipped with fuel reservoir(s).

**Requirement:** To preclude possible power loss or engine stoppage due to fuel contamination, accomplish the following:-

1. For models R172, R172E through R172H, (S/N R172-0001 through R1720625) and FR172E through FR172J (S/N FR17200001 through FR17200530) 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 R172, R172E, R172F, R172G, R172H, R172J, R172K, (S/N R172-0001 through R172-0409 and R1720410 and on) FR172E, FR172F, FR172G, FR172H, FR172J and FR172K (S/N FR17200001 through FR17200675) 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/CESS172/155 refers

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

**Effective Date:** 19 November 1999

#### **DCA/CESS172/156 Fuel Selector Valve Cam - Replacement**

**Applicability:** Model 172 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/CESS172/157      Cancelled – FAA AD 2013-11-11 refers****Effective Date:** 1 August 2013**DCA/CESS172/158      Fuel Strainer Assembly – Inspection**

**Applicability:** Models 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, R172E, R172F, R172G, R172H, R172J, R172K, 172RG, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P, FR172E, FR172F, FR172G, FR172H, FR172J and FR172K, 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/CESS172/159 Main Landing Gear Pivot Assemblies – Inspection and Modification**

**Applicability:** Model 172RG, S/N 691 and 172RG0001 through 172RG1191.

**Requirement:** To prevent failure of the landing gear pivots and possible gear-up landings or loss of braking, accomplish the following:-

Inspect the main landing gear pivot assemblies for cracks per Cessna SB SEB90-1, Revision 3, and the Model 172RG Series Service Manual. If cracks are found, before further flight replace the affected main landing gear pivot assembly with the part referenced in SB SEB90-1, Revision 3.

Install new bushings on both main landing gear pivot assemblies using the applicable kit referenced in SB SEB90-1, Revision 3.

(FAA AD 2001-06-06 refers)

**Compliance:** Within the next 100 hours TIS.

**Effective Date:** 26 April 2001

**DCA/CESS172/160 Fuel Mixture – Inspection and Flight Manual Revision**

**Applicability:** All model 172R and 172S.

**Requirement:** To detect and correct an over-rich fuel mixture (improper fuel flow settings), which could result in rough engine operation or engine stoppage, accomplish one of the following inspections (1a or 1b) for proper engine idle speed and fuel control mixture setting:-

1a). Pilot Inspection

Accomplish this inspection with the engine oil temperature between 120 and 150 degrees Fahrenheit (F). Assure that the engine idle setting is between 575 and 625 RPM and the mixture setting will produce a minimum 10 RPM rise and a maximum 50 RPM rise with the throttle at the hard ground idle stop. Screw the vernier mixture out slowly counterclockwise to obtain the RPM rise.

1b). Maintenance Engineer Inspection

Accomplish this inspection with the engine oil temperature between 120 and 150 degrees F. Assure that the fuel mixture setting is between 575 and 625 RPM and the mixture setting will produce a minimum 10 RPM rise and a maximum 20 RPM rise with the throttle at the hard ground idle stop. Screw the vernier mixture out slowly counterclockwise. The reason the limits are different from the pilot inspection procedure is that the engineer needs to establish a more accurate RPM indicator than the aircraft's engine RPM gauge. You will most likely need to use an electric tachometer to verify speed changes.

If, during any inspection required by this AD, proper engine idle speed and fuel control mixture setting cannot be met, before further flight adjust the fuel servo and repeat the inspection above. This adjustment or any replacement must be accomplished by a maintenance engineer. Re-inspect within 25 hours TIS after the fuel servo adjustment.

2) Flight Manual Revision

Add the following information to the end of page 3-20, Section 3 Emergency Procedures of the Cessna 172R or 172S flight manual.

**"IDLE POWER ENGINE ROUGHNESS**

An excessively rich idle fuel flow may cause low speed engine roughness during flight. During most in-flight low engine speeds (power off stalls, approach to landing, etc.), the mixture control is normally in the full-rich position. However, to improve engine roughness (caused by an improperly adjusted fuel servo) during low engine speeds while in flight, you should rotate the vernier mixture control (leaning of fuel mixture). You may also have to lean the fuel mixture if this low engine speed results in power loss and you need to restart the engine during flight. In all cases, you should land the aircraft at the nearest airport for repairs if low speed engine roughness requires you to adjust the fuel mixture control to improve engine operation."

Insert the following information into the flight manual.

**"NORMAL PROCEDURES**

(Before Takeoff) item 13.

Throttle:

1. Verify smooth engine operation at idle speed of 575 to 625 RPM.
2. 1000 RPM or LESS"

(FAA AD 2001-06-17 refers)

**Compliance:** Within the next 10 hours TIS.

**Effective Date:** 19 April 2001

**DCA/CESS172/161A Honeywell KAP 140 Autopilot Computer System - Modification**

**Applicability:** The following models and S/Ns that are equipped with a Honeywell KAP 140 autopilot computer system:

P/N) 065-00176-2501, P/N 065-00176-2602, P/N 065-00176-5001, P/N 065-00176-5101, P/N 065-00176-5201, P/N 065-00176-5402, or P/N 065-00176-7702, all serial numbers; and

Model 172R S/N 17280001 through 17281073, 17281075 through 17281127, and 17281130.

Model 172S S/N 172S8001 through 172S9195, 172S9197, 172S9198, and 172S9200 through 172S9203.

**Requirement:** To prevent unintentional engagement of the KAP 140 autopilot computer system, which could cause the pilot to take inappropriate actions, accomplish the following per Cessna Service Bulletin SB02-22-01, and Honeywell Service Bulletin No: KC 140-M1, as specified in Honeywell Installation Bulletin No. 491, Rev. 3.

Update the KC 140 autopilot computer system operating software.

Change the unit P/N by attaching sticker, P/N 057-02203-0003, on the unit's serial tag.

Attach an M decal, P/N 057-02984-0501, in front of the unit S/N to indicate that the unit's P/N has been changed.

Attach a software mod tag, P/N 057-05287-0301, in place of the old tag to indicate the software change to SW MOD 03/01.

(FAA AD 2004-15-18 refers)

**Compliance:** Within next 100 hours TIS.

**Effective Date:** DCA/CESS172/161 29 January 2004  
 DCA/CESS172/161A 30 September 2004

**DCA/CESS172/162 Shoulder Harness – Inspection & Modification**

**Applicability:** Model 172 S/N 610, 612, 615, 28000 through 29999, 36000 through 36999 and 46001 through 46754 and,  
 172A S/N 622, 625, and 46755 through 47746 and,  
 172B S/N 630 and 17247747 through 17248734 and,  
 172C S/N 17248735 through 17249544 and,  
 172D S/N 17249545 through 17250572 and,  
 172E S/N 639 and 17250573 through 17251822and,  
 172F S/N 17251823 through 17253392 and,  
 172G S/N 17253393 through 17254892 and,  
 172H S/N 638, 17254893 through 17256492, and 17256494 through 17256512.  
 172I S/N 17256513 through 17257161.  
 172K S/N 17257162 through 17258486, and 17258487 through 17259223 and,  
 P172D S/N P17257120 through P17257188, which have incorporated Cessna Mod Kit AK170-10.

**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/CESS172/163 Flight Control Systems – Inspection and Rework.**

**Applicability:** Model 172R aircraft S/N 17281234 through 17281236.  
 Model 172S aircraft S/N 172S9774 through 172S9776, 172S9778 through 172S9781, 172S9783, 172S9784, 172S9786, 172S9788 through 172S9791, and 172S9793.

**Requirement:** To prevent loss of aircraft control due to incorrect or inadequate rigging of critical flight systems, accomplish the following:

Do a one-time detailed inspection of the flight control system, correct installations that do not conform to type design, and repair any damage, per Model 172 Maintenance Manual, Chapter 5, Time Limits/Maintenance Checks.

(FAA AD 2005-05-53R1 refers)

**Compliance:** Before further flight or by 31 April 2005, whichever is later.

**Effective Date:** 31 March 2005

**DCA/CESS172/164 Power Junction Box Circuit Breakers – Inspection and Replacement**

**Applicability:** Model 172R aircraft, S/Ns 17281186 through 17281232.

Model 172S aircraft, S/Ns 172S9476 through 172S9689, and S/Ns 172S9691 through 172S9770.

**Requirement:** To prevent premature tripping of the power junction box main feeder circuit breakers, which could lead to partial or complete loss of electrical power to the navigation system, communication equipment and lighting in the cockpit, inspect all MC01–3A I.C. 9 (P/N S3100–297) and MC01–3A I.C. 10 (P/N S3100–344) main electrical power junction boxes for any incorrect amperage circuit breakers, per Cessna Service Bulletin No. SB05–24– 01. Replace any incorrect amp circuit breaker with the required 40-amp circuit breaker, prior to further flight.

(FAA AD 2005-13-10 refers)

**Note:** The required 40-amp circuit breakers are to be installed on all main electrical power junction boxes MC01–3A I.C. 9 (P/N S3100–297) or MC01–3A I.C. 10 (P/N S3100–344).

**Compliance:** By the 25 September 2005.

**Effective Date:** 25 August 2005

**DCA/CESS172/165 Cancelled - DCA/CESS172/167 refers**

**Effective Date:** 17 April 2007

**DCA/CESS172/166 Seatback Lock Assembly – Modification and Inspection**

**Applicability:** Model 172R aircraft, S/Ns 17280001 through to 17281262

Model 172S aircraft, S/Ns 172S8001 through to 172S9994

**Requirement:** To prevent the seatback cylinder lock assembly from bending, cracking or failing and possibly resulting in the seat backrest collapsing during flight, accomplish the following:

1. For aircraft not embodied with Modification Kit MK172-25-10A or Modification Kit MK172-25-10B:

Embody Modification Kit MK172-25-10C per Cessna Single Engine Service Bulletin SB04-25-01, revision 4, dated 26 December 2006, or fabricate and install a steel lock rod/bar, per Cessna Single Engine Service Bulletin SB04-25-02, revision 1, dated 17 October 2005 or revision 2, dated 5 June 2006 on both crew seats.

2. For aircraft embodied with Modification Kit MK172-25-10A or Modification Kit MK172-25-10B:

Inspect the installation of both crew seats per SB04-25-01.

If any discrepancies are found, accomplish the corrective actions per SB04-25-01, before further flight.

If no discrepancies are found, no further action is required.

(FAA AD 2007-05-10 refers)

**Note:** The steel lock rod/bar installed per Cessna SB04-25-02 may be replaced with Modification Kit MK172-25-10C.

- Compliance:**
1. By 31 July 2007 for aircraft with more than 1000 hours TTIS.  
By 30 November 2007 for aircraft with 501 to 1000 hours TTIS.  
By 29 March 2008 for aircraft with up to 500 hours TTIS.
  2. By 30 April 2007

**Effective Date:** 29 March 2007

**DCA/CESS172/167 Fuel Hose End Fittings – Inspection and Rework**

**Applicability:** Model 172R aircraft, S/N 17281244 through to 17281364, 17281366 through to 17281372, 17281374 through to 17281376 and 17281379.

Model 172S aircraft, S/N 172S9809 through to 172S10349, 172S10351 through to 172S10374, 172S10376 through to 172S10423, 172S10425 through to 172S10426, 172S10428 through to 172S10430, 172S10432 through to 172S10444, 172S10446 through to 172S10450, and 172S10452 through to 172S10454.

**Note:** This AD requires the torque values of the fuel hose end fittings to be re-established because a visual inspection is not sufficient.

**Requirement:** To detect and correct the torque values of the end fittings of engine fuel hoses, which if left uncorrected could result in the loss of fuel flow and fuel leakage, with the possibility of loss of engine power and an engine compartment fire, accomplish the following:

1. For aircraft not fitted with the Garmin G1000 System, re-establish the torque of the following end fittings:
  - (i) Fuel strainer to engine fuel pump.
  - (ii) Engine fuel pump to fuel injector servo.
  - (iii) Fuel injector servo to fuel manifold valve (except turbo models).
  - (iv) Turbo models only: Fuel injector servo to fuel flow transducer.
  - (v) Turbo models only: Fuel flow transducer to fuel manifold valve.
  - (vi) Fuel injector servo return to firewall fitting.

Re-establish the torque per the following procedure and Cessna Service Bulletin No. SB07-71-01, revision 1, dated 16 March 2007:

Remove the engine upper and side cowlings and the old torque putty or paint around the fuel line end fittings. Loosen the hose end fitting of each fuel hose while using another tool to restrain the attach fitting to prevent joint rotation.

Tighten the hose end fittings to the correct torque, per the table in this AD, and apply the torque paint or putty.

If the hose attach fittings rotate, stop the torque procedure. Disconnect the hose and remove the attach fitting that has rotated. Clean, inspect and/or replace the attach fitting, and/or any seals or sealant. Reinstall the attach fitting and tighten to the correct torque. Reconnect the hose end fitting and tighten to the correct torque, per the table in this AD, and apply the applicable torque paint or putty.



### Torque Values for Hose End Fittings

Flare Hex Sizes in Fractions of an Inch	Hose Size	Correct Torque in Inch-pounds	
		Minimum	Maximum
9/16	-4	135	150
11/16	-6	270	300
7/8	-8	450	500

2. For aircraft fitted with the Garmin G1000 System, re-establish the torque of the following end fittings:

- (i) Fuel strainer to engine fuel pump.
- (ii) Engine fuel pump to fuel injector servo.
- (iii) Fuel injector servo to fuel flow transducer.
- (iv) Fuel flow transducer to fuel manifold valve.
- (v) Fuel injector servo return to firewall fitting.

Re-establish the torque per the following procedure and SB No. SB07-71-01:

Remove the engine upper and side cowlings and the old torque putty or paint around the fuel line end fittings. Loosen the hose end fitting of each fuel hose while using another tool to restrain the attach fitting to prevent joint rotation.

Tighten the hose end fittings to the correct torque, per the table in this AD, and apply the torque paint or putty.

If the hose attach fittings rotate, stop the torque procedure. Disconnect the hose and remove the attach fitting that has rotated. Clean, inspect and/or replace the attach fitting, and/or any seals or sealant. Reinstall the attach fitting and tighten to the correct torque. Reconnect the hose end fitting and tighten to the correct torque, per the table in this AD, and apply the applicable torque paint or putty.

(FAA AD 2007-08-03 refers)

**Compliance:** 1. & 2. Within the next 5 hours TIS.

**Effective Date:** 17 April 2007

#### DCA/CESS172/168 BRS-172 Parachute System – Rework

**Applicability:** All model 172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H (USAF T-41A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S, R172J and R172K aircraft fitted with Ballistic Recovery Systems (BRS), Inc. BRS-172 Parachute System per STC No. SA01679CH.

**Requirement:** To prevent premature separation of the pick-up collar from the launch tube, which could adversely affect the rocket trajectory during deployment and possibly result in the parachute failing to deploy successfully, remove and replace the pick-up collar support and two retaining screws per BRS SB 07-01.

(FAA AD 2008-02-18 refers)

**Compliance:** Within the next 25 hours TIS.

**Effective Date:** 28 February 2008

**DCA/CESS172/169      Cancelled – DCA/CESS172/175 refers****Effective Date:** 29 March 2012**DCA/CESS172/170      Seat Backrest Attach Brackets – Modification****Applicability:** Model 172R aircraft, S/N 17281211 through to 17281356

Model 172S aircraft, S/N 172S9621 through to 172S10310, 172S10312 through to 172S10324, 172S10327 through to 172S10332, 172S10334 through to 172S10349, 172S10351 through to 172S10374, 172S10376 through to 172S10386, 172S10388 through to 172S10408, 172S10410 through to 172S10412, 172S10414 through to 172S10417 and 172S10421 through to 172S10423.

**Requirement:** To prevent the seat backrest to seatbase attach brackets failing and possibly resulting in the seat backrest collapsing during flight, remove the seats and embody Cessna Aircraft Company Single Engine Modification Kit No. MK206-25-10 per the instructions in Cessna Aircraft Company Service Bulletin No. SB07-25-04.

(FAA AD 2008-05-09 refers)

**Compliance:** Within the next 50 hours TIS or by 8 October 2008 whichever occurs sooner.**Effective Date:** 8 April 2008**DCA/CESS172/171      Alternate Static Source Selector – Inspection****Applicability:** The following aircraft fitted with an alternate static air source selector valve P/N 2013142-18 since 19 November 2007:

Model 172 aircraft, all S/N

Model 172R aircraft, S/N 17280001 onward

Model 172S aircraft, S/N 172S8001 through to 172S10674, 172S10676, 172S10678 through 172S10680, 172S10682, 172S10683 and 172S10685

Model F172D aircraft, all S/N

Model F172E aircraft, all S/N

Model F172F aircraft, all S/N

Model F172G aircraft, all S/N

Model F172H aircraft, all S/N

Model F172K aircraft, all S/N

Model F172L aircraft, all S/N

Model F172M aircraft, all S/N

Model F172N aircraft, all S/N

Model F172P aircraft, all S/N

Model FR172E aircraft, all S/N

Model FR172F aircraft, all S/N

Model FR172G aircraft, all S/N

Model FR172H aircraft, all S/N

Model FR172J aircraft, all S/N

Model FR172K aircraft, all S/N

Model P172D aircraft, all S/N

Model R172E (USAF T-41B) (USAF T-41C and D) aircraft, all S/N

Model R172F (USAF T-41) aircraft, all S/N

Model R172G (USAF T-41C or D) aircraft, all S/N

Model R172H (USAF T-41D) aircraft, all S/N

Model R172J aircraft, all S/N

Model R172K aircraft, all S/N

Model 172RG aircraft, all S/N

**Note 1:** Model 172S aircraft, S/N 10672 through to 172S10674, 172S10676, 172S10678 through 172S10680, 172S10682, 172S10683 and 172S10685 had an alternate static air source selector valve P/N 2013142-18 installed at manufacture.

**Note 2:** P/N 2013142-18 superseded 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 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.

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.

**Note 3:** 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.

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

(FAA AD 2008-10-02 refers)

**Compliance:**

1. Before further flight.
2. From 12 May 2008.

**Effective Date:** 12 May 2008

#### **DCA/CESS172/172      Alternate Static Source Selector – Inspection**

**Applicability:** Models 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172RG, 172S, F172D, F172E, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P, FR172E, FR172F, FR172G, FR172H, FR172J, FR172K, P172D, R172E, R172F, R172G, R172H, R172J and R172K series 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, unless already in compliance with DCA/CESS172/171.

**Note 1:** This AD includes aircraft not previously affected by DCA/CESS172/149 and DCA/CESS172/171 and affects all those aircraft fitted with an alternate static air source selector valve P/N 2013142-18 between 1 January 1993 and 31 March 2008. 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/CESS172/173 FADEC Backup Battery – Modification and Replacement

**Applicability:** Group 1 Aircraft:

Model 172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L and F172M aircraft, all S/N fitted with TAE 125-01 (STC SA01303WI).

Group 2 Aircraft:

Model 172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L and F172M aircraft fitted with TAE 125-02-99 (STC SA01303WI).

Group 3 Aircraft:

Model 172N, 172P, F172N and F172P aircraft fitted with TAE 125-01 (STC SA01303WI).

Group 4 Aircraft:

Model 172N, 172P, F172N and F172P aircraft fitted with TAE 125-02-99 (STC SA01303WI).

Group 5 Aircraft:

Model 172R and 172S aircraft fitted with TAE 125-01 (STC SA01303WI).

Group 6 Aircraft:

Model 172R and 172S aircraft fitted with TAE 125-02-99 (STC SA01303WI).

**Requirement:** To prevent interruption of electrical power to the FADEC which could result in an uncommanded engine shutdown and loss of engine power, accomplish the following:

1. Modify the engine electrical system by installing a backup battery system and associated wiring and circuitry.

For groups 1, 3 and 5 aircraft accomplish this requirement per the instructions in Thielert Aircraft Engines GmbH SB TM TAE 601-0007 revision 8, dated 14 October 2010.

For groups 2, 4 and 6 aircraft accomplish this requirement per the instructions in Thielert Aircraft Engines GmbH SB TM TAE 601-1001 P1 revision 8, dated 14 October 2010.

2. For all affected aircraft replace the FADEC backup battery.

For groups 1, 3 and 5 aircraft accomplish this requirement per the instructions on page 8 of Chapter 20-AMM-24-01-US issue 2, revision No.: 2, dated 8 October 2010, of Thielert Aircraft Engines GmbH Supplement Airplane Maintenance Manual Cessna 172 & Reims F172 TAE 125-01, Doc. No.: AMM-20-01 (US-Version) Version: 2/4.

For groups 2, 4 and 6 aircraft accomplish this requirement per the instructions on page 7 of Chapter 20-AMM-24-02-US issue: 1, Rev. No.: 1, dated 8 October 2010 of Thielert Aircraft Engines GmbH Supplement Airplane Maintenance Manual Cessna 172 & Reims F172 CENTURION 2.0 (TAE 125-02-99), Doc. No.: AMM-20-02 (US-Version) Version: 1/1.

3. For groups 1 and 2 aircraft:

Incorporate Thielert Aircraft Engines GmbH "Supplemental AFM or Pilot's Operating Handbook and FAA Approved AFM Supplement (as applicable) for the Cessna 172 F, G, H, I, K, L, M Reims Cessna F 172 F, G, H, K, L, M, Equipped with TAE 125-01 or TAE 125-02-99 Installation," TAE-No.: 20-0310-21042, Issue 2-1, dated October 4, 2010, into the pilot's operating handbook.

4. For groups 3 and 4 aircraft:

Incorporate Thielert Aircraft Engines GmbH "Supplemental AFM or Pilot's Operating Handbook and FAA Approved AFM Supplement (as applicable) for the Cessna 172 N & P Reims Cessna F172 N & P, Equipped with TAE 125-01 or TAE 125-02-99 Installation," TAE-No.: 20-0310-20042, Issue 2-1, dated October 4, 2010, into the pilot's operating handbook.

5. For groups 5 and 6 aircraft:

Incorporate Thielert Aircraft Engines GmbH "Supplemental Pilot's Operating Handbook and FAA Approved AFM Supplement for the Cessna 172 R & S, Equipped with TAE 125-01 or TAE 125-02-99 Installation," TAE-No.: 20-0310-22042, Issue 2-1, dated October 4, 2010, into the pilot's operating handbook.

(FAA AD 2011-06-02 refers)

**Compliance:**

1. Within the next 100 hours TIS or by 26 June 2011 whichever occurs sooner.
2. Within 12 calendar months after accomplishing requirement 1 of this AD and thereafter at intervals not to exceed 12 calendar months.
3. Before further flight after accomplishing requirement 1 of this AD.
4. Before further flight after accomplishing requirement 1 of this AD.
5. Before further flight after accomplishing requirement 1 of this AD.

**Effective Date:** 26 May 2011

**DCA/CESS172/174      Seat Adjustment Mechanism – Inspection and Replacement**

**Applicability:** Model 172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H (USAF T-41A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172RG, F172D, F172E, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P, FR172E, FR172F, FR172G, FR172H, FR172J, FR172K, P172D, R172E (USAF T-41B) (USAF T-41C and D), R172F (USAF T-41D), R172G (USAF T-41C or D), R172H (USAF T-41D), R172J and R172K aircraft, all S/N.

**Note 1:** This AD supersedes DCA/CESS172/145A 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](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/CESS172/145A (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

**DCA/CESS172/175      Fuel Return Line Assembly – Inspection and Rework**

**Applicability:** Group 1 aircraft:

Model 172R, S/N 17281188 through to 17281390.

Group 2 aircraft:

Model 172S, S/N 172S9491 through to 172S10489.

Group 3 aircraft:

Model 172R, S/N 17281391 through to 17281572

Group 4 aircraft:

Model 172S, S/N 172S10490 through to 172S11073

**Note:** This AD retains the requirements in superseded DCA/CESS172/169. The AD applicability expanded to include additional S/N aircraft. No further AD action required for those aircraft already in compliance with DCA/CESS172/169.

**Requirement:** To prevent failure of the fuel return line assembly due to chafing damage possibly resulting in fuel leakage and fuel vapour in the cabin which could result in an onboard fire, accomplish the following:

1. For group 1 and 2 aircraft:

Inspect the fuel return line assembly (Cessna P/N 0500118-49) for chafing per the instructions in Cessna Service Bulletin SB07-28-01, dated 18 June 2007, or Cessna Service Bulletin SB07-28-01 revision 1, dated 22 September 2011.

If any chafing is found replace the fuel return line assembly per SB No. SB07-28-01 and inspect for a minimum clearance of 0.5 inch throughout the entire range of copilot rudder pedal travel between the fuel return line assembly (Cessna P/N 0500118-49) and the steering tube assembly (Cessna P/N MC0543022-2C), and inspect for a minimum clearance of 0.5 inch between the fuel return line assembly (Cessna P/N 0500118-49) and the aircraft structure. If a clearance of less than 0.5 inch is found, adjust the clearance per paragraph 6 in the instructions of Cessna Service Bulletin SB07-28-01 before further flight.

If no chafing is found inspect for a minimum clearance of 0.5 inch throughout the entire range of copilot rudder pedal travel between the fuel return line assembly (Cessna P/N 0500118-49) and the steering tube assembly (Cessna P/N MC0543022-2C), and inspect for a minimum clearance of 0.5 inch between the fuel return line assembly (Cessna P/N 0500118-49) and the aircraft structure. If a clearance of less than 0.5 inch is found, adjust the clearance per paragraph 6 in the instructions of Cessna Service Bulletin SB07-28-01 before further flight

2. For group 3 and 4 aircraft:

Inspect the fuel return line assembly (Cessna P/N 0500118-49) for chafing per the instructions in Cessna Service Bulletin SB07-28-01 revision 1, dated 22 September 2011.

If any chafing is found replace the fuel return line assembly per SB No. SB07-28-01 and inspect for a minimum clearance of 0.5 inch throughout the entire range of copilot rudder pedal travel between the fuel return line assembly (Cessna P/N 0500118-49) and the steering tube assembly (Cessna P/N MC0543022-2C), and inspect for a minimum clearance of 0.5 inch between the fuel return line assembly (Cessna P/N 0500118-49) and the aircraft structure. If a clearance of less than 0.5 inch is found, adjust the clearance per paragraph 6 in the instructions of Cessna Service Bulletin SB07-28-01 before further flight.

If no chafing is found inspect for a minimum clearance of 0.5 inch throughout the entire range of copilot rudder pedal travel between the fuel return line assembly (Cessna P/N 0500118-49) and the steering tube assembly (Cessna P/N MC0543022-2C), and inspect for a minimum clearance of 0.5 inch between the fuel return line assembly (Cessna P/N 0500118-49) and the aircraft structure. If a clearance of less than 0.5 inch is found, adjust the clearance per paragraph 6 in the instructions of Cessna Service Bulletin SB07-28-01 before further flight

**Note:** This AD requires a minimum clearance of 0.5 inch between the fuel return line assembly (Cessna P/N 0500118-49) and the steering tube assembly (Cessna P/N MC0543022-2C), and a minimum clearance of 0.5 inch between the fuel return line assembly (Cessna P/N 0500118-49) and the aircraft structure. The requirements of this AD take precedence over the actions required in the service information.

(FAA AD 2012-02-02 refers)

**Compliance:**

1. Within the next 100 hours TIS after 28 February 2008 (the effective date of DCA/CESS172/169) or within the next 12 months after 28 February 2008 (the effective date of DCA/CESS172/169), whichever occurs sooner.
2. Within the next 100 hours TIS or by 29 March 2013 whichever occurs sooner.

**Effective Date:** 29 March 2012

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](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.

**2012-22-01 Fuel Return Line Assembly – Inspection and Replacement**

**Effective Date:** 28 December 2013

**2013-03-15 Fuel Return Line Assembly – Inspection**

**Effective Date:** 19 March 2013

**\* 2013-11-11 Engine Oil Pressure Switch – Inspection and Replacement**

**Effective Date:** 1 August 2013