

# Airworthiness Directive Schedule

## Aeroplanes

### Cessna 207 Series

29 October 2020

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- Notes:**
1. This AD schedule is applicable to Cessna 207, 207A and T207A aircraft manufactured under FAA Type Certificate No. A16CE.
  2. The Federal Aviation Administration (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 can be obtained directly from the FAA website at: [Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/dynamic-regulatory-system)
  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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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/> 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..... 13

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**DCA/CESS207/1 Flap Actuator - Maintenance**

- Applicability:** All model 207 Series with electric wing flaps.
- Requirement:** Comply with Cessna SESL SE 70-16 Supl. 1 & Supl. 2. ( For aircraft which have complied with DCA/CESS 207/2 the inspection requirement may be amended as detailed in Cessna SE 72-2 & Supl. 1)
- Compliance:** Clean and relubricate every 12 months or 1000 hours.
- Effective Date:** 30 April 1971

**DCA/CESS207/2 Flap Actuator - Modification and Inspection**

- Applicability:** Model 207 Series S/N 20700001 through 20700205
- Requirement:** Comply with Cessna SESL SE 72-2 & Supl. 1
- Compliance:**
1. Modification by 1 January 1973
  2. Inspection every 100 hours TIS or annually post modification.
- Effective Date:** 31 March 1972

**DCA/CESS207/3 Cancelled – FAA AD 72-07-09 refers**

- Effective Date:** 26 February 2015

**DCA/CESS207/4A Fuel Cell Capacity Placard - Modification**

- Applicability:** Model 207 Series S/N 20700226 through S/N 20700283  
AND any other 207 S/N aircraft in which original fuel cells have been replaced with fuel cells manufactured in June 1973 or later.
- Requirement:** Comply with Cessna SESL SE 75-7 & Supl. 1.  
(FAA AD 75-16-01 refers)
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 15 October 1975

**DCA/CESS207/5 Wing Flap, Actuator Ball Nut Assembly - Inspection, Placard and Replacement**

- Applicability:** Model 207 Series S/N 20700357 through 20700367
- Requirement:** Inspect and replace per. Cessna 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/CESS207/6 Fuel Selector Valve - Inspection**

- Applicability:** Model 207 Series S/N 20700323 through S/N 20700394 with a fuel selector valve S/N 1421 through 3269, OR earlier aircraft having had the fuel selector valve replaced with fuel selector valve S/N 1421 through 3269.
- Requirement:** Comply with Cessna SESL SE 77-22.  
(FAA AD 77-16-05 refers)
- Compliance:** Within the next 25 hours TIS, unless already accomplished
- Effective Date:** 16 September 1977

**DCA/CESS207/7 Flexible Fuel Tanks - Inspection**

- Applicability:** Model 207 Series S/N 20700001 through 20700205 and any other 207 S/N aircraft that has had fuel tanks replaced with Goodyear BTC-39 series fuel tanks.
- Requirement:** Accomplish the following:
1. Visual inspection per Part A of Cessna SESL SE 78-10 & Supl. 1.
  2. Detailed inspection per Part B of Cessna SESL SE 78-10 & Supl. 1 followed by Part C as necessary.  
(Goodyear SB FT 77-1 and FAA AD 78-05-06 also refer)
- Compliance:**
1. Within the next 25 hours TIS or 30 days whichever is the sooner.
  2. Within next 100 hours TIS or 6 months whichever is the sooner, thereafter at intervals not exceeding 12 months.
- Effective Date:** 28 April 1978

**DCA/CESS207/8A Fuel Cap - Modification**

- Applicability:** Models 207 and T207 Series S/N 20700001 through 20700788.
- Requirement:** Fit vented fuel caps with related adapters and fuel servicing placards per Cessna SEB 92-27.  
(FAA AD 79-10-14 R1 refers)
- Compliance:** Within the next 100 hours TIS unless already accomplished
- Effective Date:** DCA/CESS207/8 23 March 1979  
DCA/CESS207/8A 14 February 1997

**DCA/CESS207/9 Electrical System - Modification**

- Applicability:** Model 207 Series S/N 20700001 through 20700414 except those aircraft with factory installed 24-volt electrical system
- Requirement:** To prevent inflight electrical system failure, smoke in cockpit and/or fire in wire bundle behind instrument panel, 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/CESS207/10            Fuel System Operation - Placard**

- Applicability:** Model 207 & T207 Series S/N 20700001 through 20700530
- Requirement:** Install placard and special procedure card per Cessna SESIL SE 79-25 Supl. 1 (FAA AD 79-15-01 refers)
- Compliance:** By 30 September 1979
- Effective Date:** 31 August 1979

**DCA/CESS207/11            Exhaust System - Inspection**

- Applicability:** Model 207 Series All S/N's
- Requirement:** To prevent power loss due to exhaust muffler baffle and cone detachment:
1. Remove mufflers from collector assemblies and tail pipes from mufflers
  2. Using flashlight and mirror, inspect baffles and cones from both ends of muffler. Check for general deterioration and ensure baffles are intact and not separated from support rods. Defective mufflers must be repaired or renewed as appropriate before further flight.
- Compliance:** At 500 hours TTIS and thereafter at intervals not exceeding 200 hours TIS. Assemblies with more than 500 hours TIS shall be initially inspected within next 50 hours TIS.
- Effective Date:** 26 October 1979

**DCA/CESS207/12            Alternator Installation - Modification and Inspection**

- Applicability:** Model 207 and T207 Series S/N 20700001 through 20700451
- Requirement:**
1. Install either additional ground strap per Cessna SESIL SE 79-59 or embody Cessna service kit SK-210-84 per SESIL SE 79-5.
  2. Visually inspect alternator installation for, and if necessary provide, at least ½ inch clearance between alternator and adjacent flammable fluid carrying lines, power plant controls and electrical wiring.
  3. Visually inspect existing alternator to airframe ground for proper installation (SE 79-59 view A-A refers), evidence of looseness at the terminal and adequate length to allow for relative motion between alternator and airframe. Also, confirm that ground straps between engine and airframe mount are installed and provide continuity between engine and mount. Correct any unsatisfactory conditions found per FAA AC 43.13-1A
- (FAA AD 79-25-07 refers)
- Compliance:** Within the next 50 hours TIS unless already accomplished
- Effective Date:** 8 February 1980

**DCA/CESS207/13            Bladder Type Fuel Cells - Inspection And Modification**

- Applicability:** Models 207& T207 Series S/N 20700001 through 20700771  
With bladder type fuel cells
- Requirement:** To preclude possible power loss or engine stoppage due to water contamination of fuel system, accomplish the following:
1. Inspect fuel tank filler areas and caps for proper sealing, check fuel cap seal by actuating locking tab and noting that force is maintained between cap seal and adaptor when tab is in over-centre locked position, or accomplish leak test per Cessna SIL SE 82-34.  
*Note: No longer required when raised neck fuel caps installed per Cessna SK 182-85 (SIL SE 84-16 refers)*
  2. Inspect fuel cell for wrinkles per Cessna SIL SE 84-4. If wrinkles found, modify and rework fuel cell per Cessna SIL SE 84-9 within the next 100 hours TIS.  
*Note: No longer required when modification embodied.*
  3. Install quick drains in fuel tank sumps and reservoirs where applicable, per Cessna SILs SE 79-45 and SE 84-8.  
(FAA AD 84-10-01 R1 refers)
- Compliance:** 1 and 2 inspections - within next 50 hours TIS and thereafter at intervals not exceeding 12 months.  
3. Modification - within next 100 hours TIS.
- Effective Date:** 27 July 1984

**DCA/CESS207/14            Fuel Selector Valve - Inspection and Modification**

- Applicability:** Models 207 and T207 Series S/N 20700001 through 20700773
- Requirement:** To preclude possible loss of fuel tank selection, accomplish the following:
1. Visually inspect fuel selector for free play. Renew worn or loose parts as necessary to ensure that free play does not exceed 15 degrees.
  2. Safety wire selector valve shaft to yoke roll pin per Cessna SIL SE 84-5.  
(FAA AD 85-02-07 refers)
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 22 March 1985

**DCA/CESS207/15            Engine Controls - Inspection and Modification**

- Applicability:** Models 207 and T207Series S/N 20700001 through 20700148
- Requirement:** To reduce the possibility of engine control failure and power loss, inspect and modify per Cessna SESL SE 69-16.  
(FAA AD 85-03-01 refers)
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 10 May 1985

**DCA/CESS207/16 Induction Airbox Duct - Inspection and Repair**

- Applicability:** Model 207 Series S/N 20700001 through 20700681
- Requirement:**
1. Visually inspect engine induction airbox outboard duct lower skin for cracks.
  2. If cracks are found, before further flight either:
    - (a) replace duct with Cessna P/N 1250705-3 duct, or
    - (b) repair cracked duct using material at least .040 inch thick.
 (FAA AD 85-10-02 refers)
- Compliance:** Inspection - Within the next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS until duct repaired or replaced
- Effective Date:** 2 August 1985

**DCA/CESS207/17 Wing Rear Spar Doubler - Inspection**

- Applicability:** Model 207 Series S/N 20700001 through 20700767
- Requirement:** Inspect and rework in accordance with Cessna SEB 85-9
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 2 August 1985

**DCA/CESS207/18 Exhaust Manifold Heat Exchanger - Inspection**

- Applicability:** All Turbo charged model 207
- Requirement:** To prevent exhaust gases entering cabin, inspect per Cessna SL SE 71-11. Repair defective installations before further flight
- Compliance:** At intervals not exceeding 50 hours TIS
- Effective Date:** 13 February 1987

**DCA/CESS207/19A Cancelled – DCA/CESS207/30 refers**

- Effective Date:** 30 June 2011

**DCA/CESS207/20 Engine Compartment Hoses - Inspection and Replacement**

- Applicability:** All Turbo charged 207
- Requirement:** To prevent possible power loss or fire due to failure of certain Aeroquip 601 hose assemblies accomplish the following:
1. Visually inspect all exterior metal bonded flex hose assemblies, including fire sleeve hose assemblies, in engine compartment. If Aeroquip P/N AE 701 appears on identification tag, no further action required.
  2. If tag displays model/part no. suffix 601, following action required:
    - (a) Determine whether hose is identified with a cure date 1Q84 through 3Q87 (Cure date refers to the quarter and year of manufacture).
    - (b) Check aircraft records for engine compartment model 601 hose replacement between April, 1984 and May, 1988.
    - (c) If any engine compartment model 601 hose displays a cure date of 1Q84 through 3Q87, or there is no cure date tag, or records indicate that a model 601 hose was installed between April 1984 and May 1988, replace suspect hoses, as follows:

(i) Replace wastegate supply hose assembly, Aeroquip P/N 601000-4-0310, or hose identified as Cessna S1236-4-0310 supplied by sources other than Cessna, or as identified above, with an Aeroquip P/N AE 3663162E0310 hose or equivalent per Cessna SEB 88-5 or with an Aeroquip 601000-4-0310 hose assembly displaying a cure date of 4Q87 or subsequent.

3. Replace all other suspect Aeroquip 601 type hose assemblies in engine compartment with serviceable hoses displaying a cure date of 4Q87 or subsequent).

(FAA AD 88-22-07 refers)

- Compliance:**
1. Inspection - within the next 50 hours TIS
  2. Replacement of suspect wastegate hoses - before further flight
  3. Replacement of all other suspect hoses - within next 12 months

**Effective Date:** 10 March 1989

#### **DCA/CESS207/21 Lower Forward Doorpost and Strut Fitting - Inspection**

**Applicability:** Model 207/T207 S/N 20700001 through 20700788.

**Requirement:** To prevent failure of the lower cabin doorpost and loss of aircraft structural integrity, accomplish the following:-

Inspect the lower area of the forward cabin doorposts for cracks per Cessna SEB 93-5, revision 1. If a crack is found, before further flight, modify the doorposts by installing a service kit per SEB 93-5, revision 1.

**Compliance:** Inspect within next 100 hours TIS and thereafter at intervals not to exceed 500 hours TIS, until modified per SEB 93-5, revision 1.

**Effective Date:** 7 June 1996

#### **DCA/CESS207/22 Wing Rear Spar Doubler - Inspection**

**Applicability:** Model U207 Series S/N U20700001 through U20700315 & S/N 20700363 through 20700767

**Requirement:** Inspect and rework in accordance with Cessna SEB 85-9.

(FAA AD 85-17-07 refers)

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

**Effective Date:** 20 December 1996

#### **DCA/CESS207/23 Fuel, Oil or Hydraulic Hose - Removal**

**Applicability:** All model 207 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/CESS207/24 Preflight Fuel System Check - Flight Manual Revision**

**Applicability:** Model 207, 207A, T207 and T207A, S/N 20700001 and on equipped with fuel reservoir(s).

**Requirement:** To preclude possible power loss or engine stoppage due to fuel contamination, insert the following paragraphs into the AFM. 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/CESS207/24 refers

**Compliance:** By 1 February 2000

**Effective Date:** 19 November 1999

**DCA/CESS207/25 Fuel Strainer Assembly – Inspection**

**Applicability:** Models 207, T207, 207A and T207A, 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/CESS207/26                    Horizontal Stabiliser Brackets – Inspection and Replacement**

<b>Applicability:</b>	<u>Model No</u>	<u>S/N s</u>
	207 and T207	20700001 through 20700362
	207A and T207A	20700363 through 20700788
<b>Requirement:</b>	To prevent structural failure of the horizontal stabiliser attachment brackets accomplish the following:	
	<ol style="list-style-type: none"> <li>1. Check the maintenance records to determine whether a horizontal stabiliser attachment reinforcement bracket, P/N 1232624-1, shipped by Cessna from February 27, 1998, through March 17, 2000, is installed. If, by checking the maintenance records, the owner/operator can positively show that a horizontal stabiliser attachment reinforcement bracket, P/N 1232624-1, shipped by Cessna from February 27, 1998, through March 17, 2000, is not installed, then the inspection requirement of part 2 and the replacement requirement of part 3 of this AD do not apply. You must make an entry into the aircraft records that shows compliance with part 1 of this AD</li> <li>2. Visually inspect the right and left horizontal stabiliser attachment reinforcement brackets, P/N 1232624-1, for the existence of seam welds along both the lower inboard and outboard wall/flange. If the right and left horizontal stabiliser attachment reinforcement bracket has seam welds along both the lower inboard and outboard wall/flange, no further action is required. Record compliance with part 2 of this AD.</li> <li>3. If no seam weld is found along both the lower inboard and outboard wall/flange on the right and left horizontal stabiliser attachment reinforcement bracket during the inspection required in part 2 of this AD, replace with a new or airworthy P/N 1232624-1 horizontal stabiliser attachment reinforcement bracket.</li> <li>4. Do not install any P/N 1232624-1 horizontal stabiliser attachment reinforcement bracket unless the bracket has passed the inspection requirements of part 2 of this AD. (FAA AD 2002-07-01 refers)</li> </ol>	
<b>Compliance:</b>	<ol style="list-style-type: none"> <li>1. Within 50 hours TIS.</li> <li>2. Within 50 hours TIS if applicable.</li> <li>3. Before further flight.</li> <li>4. After effective date.</li> </ol>	
<b>Effective Date:</b>	26 April 2002	

**DCA/CESS207/27            Shoulder Harness – Inspection & Modification**

**Applicability:** Model 207 aircraft, S/N 20700001 through to 20700190 and,  
Model T207 aircraft, S/N 20700001 through to 20700190,  
Which have incorporated Cessna Mod Kit AK210-77, AK210-93, AK210-171, AK210-172, AK210-173 or AK210-174.

**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/CESS207/28            Alternate Static Source Selector – Inspection**

**Applicability:** Model 207 aircraft, all S/N fitted with an alternate static air source selector valve P/N 2013142-18 since 19 November 2007:

**Note 1:** 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 2:** If the alternate static air source selector valve port is found covered by the 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/CESS207/29                    Alternate Static Source Selector – Inspection**

**Applicability:** Model 207, 207A, T207 and T207A 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/CESS207/28.

**Note 1:** This AD includes aircraft not previously affected by DCA/CESS207/28 and 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/CESS207/30                    Seat Adjustment Mechanism – Inspection and Replacement**

**Applicability:** Model 207, 207A, T207 and T207A aircraft, all S/N.

**Note:** This AD supersedes DCA/CESS207/19A 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 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.  
(FAA AD 2011-10-09 refers)

**Compliance:** Within the next 100 hours TIS after the last inspection accomplished per DCA/CESS207/19A (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

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

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.

**DCA/CESS207/31A      Cancelled – FAA AD 72-07-09 refers**

**Effective Date:** 25 August 2016

**72-07-09 Vertical Stabiliser - Inspection**

**Note 1:** This AD is applicable to aircraft not embodied with an improved aft tailcone bulkhead installation per Cessna Single Engine Service Bulletin SEB99-12 original issue, dated 13 September 1999, or later FAA approved revision.

**Note 2:** SEB99-12 introduces an improved vertical stabiliser aft spar attachment bulkhead which is approved as a terminating action to the repetitive inspections mandated by FAA AD 72-07-09. For aircraft embodied with the modification specified in SEB99-12, the repetitive inspections/corrective actions specified in the Cessna Maintenance Manual are applicable.

**Note 3:** Cessna Service Letter SE72-3 dated 11 February 1972, or later FAA approved revision, pertains to the subject of this AD.

**Compliance:** At 1000 hours TTIS after 17 October 1974 (the effective date of FAA AD 72-07-09), and thereafter at the intervals specified in FAA AD 72-07-09.

**Effective Date:** 25 August 2016

**\* 2020-18-01      Forward Cabin Doorpost Bulkhead – Inspection**

**Applicability:** Refer to FAA AD 2020-18-01.

**Effective Date:** 12 November 2020