

Airworthiness Directive Schedule

Aeroplanes

Cessna 337 Series

27 July 2017

- Notes:** 1. This AD schedule is applicable to the following Cessna aircraft models manufactured under FAA Type Certificate No. A6CE.

Cessna Aircraft Models:	
337	337G
337A	T 337G
337F	F 337F

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.		
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DCA/CESS337/1 Cancelled – FAA AD 71-24-04 refers**Effective Date:** 29 September 2016**DCA/CESS337/2 Engine Power Loss Placard - Modification****Applicability:** Model 337 & T337 Series S/N 337-0001 through 337-1391
Model F337 & TF337 Series S/N F337-0001 through F337-0040**Requirement:** Comply with Cessna MESL ME 71-21**Compliance:** Within the next 10 hours TIS**Effective Date:** 30 April 1972**DCA/CESS337/3 Fuel Quantity Indicators - Modification****Applicability:** Model 336 Series S/N 336-0001 through 336-0195
Model 337 Series S/N 337-0001 through 337-1193**Requirement:** Comply with Cessna MESL ME 70-24 & Supl. 1**Compliance:** Within the next 50 hours TIS**Effective Date:** 31 May 1972**DCA/CESS337/4 Wing Flap Actuator - Modification****Applicability:** Model 336 Series S/N 336-0001 through 336-0195
Model 337 Series S/N 337-0001 through 337-0239**Requirement:** Comply with Cessna MESL ME 72-19**Compliance:** By 1 April 1973**DCA/CESS337/5 Cancelled****DCA/CESS337/6B Front and Rear Wing Spars - Inspection****Applicability:** Model 336 Series S/N 336-0001 through 336-0195
Model 337 & T337 Series S/N 337-00001 through 337-01852
Model F337 & TF337 Series S/N F337-0001 through F337-0086 Model P337 Series
S/N P3370001 through P3370313
Model FP337 Series S/N FP337 0001 through FP337-0023
Model FTB337 Series S/N FTB337-0001 through FTB337-0066**Requirement:** Inspect front spar caps and web and rear spar caps, per Cessna MESL ME 78-2 & Supl. 1
(FAA AD 78-09-05 refers)**Compliance:** At 5000 hours TTIS and thereafter at intervals not exceeding 500 hours TIS, except that aircraft flown predominantly below 1500 ft. AGL shall be inspected at 3000 hours TTIS and thereafter at intervals not exceeding 300 hours TIS Pressurized aircraft are to be inspected at 10,000 hours TTIS and thereafter at intervals not exceeding 500 hours TIS**Effective Date:** DCA/CESS337/6A - 30 June 1976
DCA/CESS337/6B - 9 June 1978

DCA/CESS337/7 Operating Limitation - Placard

Applicability: Model 336 Series S/N 336-0001 through 336-0195
 Model 337 Series S/N 337-0001 through 337-01783
 Model P337 Series S/N P337-0001 through P337 0271

Requirement: Comply with Cessna MESL ME 77-8
 (FAA AD 77-08-05 refers)

Compliance: Within the next 25 hours TIS

Effective Date: 3 May 1977

DCA/CESS337/8 Fuel Cap - Modification

Applicability: Model 336 Series S/N 336-0001 through 336-0195
 Model 337 Series S/N 33700001 through 33701882
 Model F337 Series S/N F337-0001 through F337-0086
 Model P337 Series S/N P337-0001 through P337-0322
 Model FP337 Series S/N FP337-0001 through FP337-0023
 Model FTB337 Series S/N FTB337-0001 through FTB337-0067

Requirement: Fit vented fuel cap per Cessna MESL ME 78-47 Rev. 1
 (FAA AD 79-10-14 R1 refers)

Compliance: Within the next 100 hours TIS unless already accomplished

Effective Date: 23 March 1979

DCA/CESS337/9A Cancelled – DCA/CESS337/15 refers

Effective Date: 30 June 2011

DCA/CESS337/10 Fuel, Oil and Hydraulic Hoses - Removal

Applicability: Model 336 series, all S/N.

Model 337, 337A, 337B, 337C, 337D, 337E, 337F, 337G, 337H, F337E, F337F, F337G, F337H, FT337E, FT337F, FT337GP, FT337HP, FTB337, T337B, T337C, T337D, T337E, T337F, T337G, T337H, T337H-SP, M337B and P337H, all S/N.

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 MEB96-10. 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 MEB96-10.
 (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/CESS337/11 Fuel Strainer Assembly – Inspection

Applicability: Models 337, 337A, 337B/T337B, M337B, 337C/T337C, 337D/T337D, 337E/T337E, 337F, T337F, 337G, 337H/T337H, T337H-SP, T337G, P337H, F337E/FT337E, F337F/FT337F, F337G, F337H, FTB337, FT337GP, and FT337HP 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 MEB 97-12. If the standpipe measures greater than 1.68 inches, prior to further flight, replace the filter strainer top assembly per MEB 97-12.
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/CESS337/12 Shoulder Harness – Inspection

Applicability: Model 336, S/N 633, 636, and 336-0001 through 336-0195, and Model 337, S/N 647 and 337-0002 through 337-0239, and Model 337A, S/N 337-0240 through 337-0305, 337-0307 through 337-0469, and 337-0471 through 337-0525, and Model 337B, S/N 656, 337-0001, 337-0470, 337-0526 through 337-0568, and 337-0570 through 337-0755, and Model 337C, S/N 337-0756 through 337-0978, and Model 337D, S/N 337-0979 through 337-1193, and Model 337E, S/N 33701194 through 33701316, and Model T337B, S/N 337-0001, 337-0470, 337-0526 through 337-0568, and 337-0570 through 337-0755, and Model T337C, S/N 337-0756 through 337-0978, and Model T337D, S/N 337-0979 through 337-1193, and Model T337E, S/N 33701194 through 33701316, Embodied with Cessna Mod Kit AK336-32, AK336-36 or AK336-103.

- 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 Multi Engine Service Bulletin SEB86-22 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/CESS337/13 Alternate Static Source Selector – Inspection

Applicability: Model 336, 337, 337A (USAF 02B), 337B, 337C, 337D, 337E, 337F, 337G, 337H, F337E, F337F, F337G, F337H, FT337E, FT337F, M337B (USAF 02A), T337B, T337C, T337D, T337E, T337F, T337H and T337H-SP aircraft, all S/N manufactured between 1 January 1993 and 31 March 2008, or fitted with an alternate static air source selector valve P/N 2013142-18 as a replacement part between 1 January 1993 and 31 March 2008.

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

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

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

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

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

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

(FAA AD 2008-26-10 refers)

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

2. From 23 January 2009.

Effective Date: 23 January 2009

DCA/CESS337/14 Wing Structure – Inspection, Rework and AFM Amendment

Applicability: Models 336, 337, 337A (USAF 02B), 337B, M337B (USAF 02A), T337B, 337C, T337C, 337D, T337D, 337E, T337E, 337F, T337F, 337G, T337G, 337H, P337H, T337H, T337H-SP, F 337E, FT337E, F 337F, FT337F, F 337G, FT337GP, F337H, and FT337HP aircraft, all S/N embodied with, or were previously embodied with Aviation Enterprises Supplemental Type Certificate (STC) SA02055AT, SA02056AT, SA02307AT or SA02308AT.

Requirement: To prevent a structural failure due to wing overload with affected STCs embodied which could result in loss of aircraft control, accomplish the following:

1. Review the aircraft records and determine if the aircraft is embodied with, or was previously embodied with Aviation Enterprises Supplemental Type Certificate (STC) SA02055AT, SA02056AT, SA02307AT or SA02308AT.

If an affected STC is embodied, or was previously embodied, accomplish a general and focused inspection of the wing for internal and external damage from wing station (WSTA) 23 to the wing tip per the instructions in appendix 1 of FAA AD 2010-21-18.

If any damage or signs of distress are found, repair all damaged and distressed parts per the instructions in FAA AC 43.13-1B, and complete a defect report form CA005D and submit to the CAA.

2. After severe and/or extreme turbulence:

Accomplish a focused inspection of the wing for damage per steps 1, 2, 3, 4, 7, and 10 in appendix 1 of FAA AD 2010-21-18. Also inspect for signs of distress in the upper front spar in the area around WSTA 177.

If any damage or signs of distress are found, repair all damaged and distressed parts per the instructions in FAA AC 43.13-1B, and complete a defect report form CA005D and submit to the CAA.

3. For aircraft embodied with STC SA02055AT or SA02308AT (wing extensions with fuel provisions):

Amend the AFM and incorporate the information from appendix 2 of FAA AD 2010-21-18 into the limitations section of the Aviation Enterprises Aircraft AFM Supplement, and fabricate a placard (using at least 1/8 inch letters) with the following text and install the placard on the instrument panel in clear view of the pilot.

"MTOW = 4700 LBS. MAINTAIN AT LEAST 12 GAL OF FUEL IN EACH WING TIP FOR AIRCRAFT WEIGHTS ABOVE 3300 LBS."

4. For aircraft embodied with STC SA02056AT or SA02307AT (wing extensions with no fuel provisions):

Amend the AFM and incorporate the information from appendix 3 of FAA AD 2010-21-18 into the limitations section of the Aviation Enterprises AFM Supplement, and fabricate a placard (using at least 1/8 inch letters) with the following text and install the placard on the instrument panel in clear view of the pilot:

"MTOW = 4000 LBS, MAX MANEUVER = 2.5 G, Va = 100 KCAS, Vno = 105 KCAS, Vne = 135 KCAS. OPERATION RESTRICTED TO VFR".

Note 1: Include as much information as possible when completing the defect report form CA005D. Include the aircraft tail number, model number, S/N, list the STC modifications, the TIS on the aircraft and wing extension, description of the damage (location, length, orientation, parts cracked, sketches, etc.), and if possible, pictures of the damage.

Note 2: For all affected aircraft that have STC SA02055AT, SA02056AT, SA02307AT, or SA02308AT permanently removed, accomplish requirement 1 of this AD, and remove the flight limitations from the AFM introduced by requirements 3 and 4 of this AD. No further AD action is required.

(FAA AD 2010-21-18 refers)

Compliance:

1. Before further flight and thereafter at intervals not to exceed 100 hours TIS or every 12 months, whichever occurs sooner while an affected STC is fitted to the aircraft. If the affected STCs are permanently removed, one final inspection is required after removal.
2. Before further flight after severe and/or extreme turbulence is encountered in flight.
3. Before further flight.
4. Before further flight.

Effective Date: 2 December 2010

DCA/CESS337/15 Seat Adjustment Mechanism – Inspection

Applicability: Model 337, 337A, 337B, 337C, 337D, 337E, 337F, 337G, 337H, F337E, F337F, F337G, F337H, FT337E, FT337F, FT337GP, FT337HP, M337B, P337H, T337B, T337C, T337D, T337E, T337F, T337G, T337H, and T337H-SP aircraft, all S/N.

Note: This AD supersedes DCA/CESS337/9A 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.

(FAA AD 2011-10-09 refers)

Compliance: Within the next 100 hours TIS after the last inspection accomplished per DCA/CESS337/9A (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/CESS337/16 Wing Structure – AFM Amendment, Inspection, Repair and Modification

- Applicability:** Models 337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G and FT337GP aircraft, all S/N embodied with Flint Aero, Inc. STC SA5090NM.
- Requirement:** To prevent structural failure of the wing accomplish the requirements in FAA AD 2011-15-11.
- Note:** Flint Aero, Inc. SB No. FA2 revision 2, dated 8 April 2011, Flint Aero, Inc. SB No. FA2 revision 3, dated 3 May 2011 and Flint Aero, Inc. Drawing No. FA2 revision A, dated 8 April 2011 pertains to the subject of this AD. Copies can be obtained from <http://flintaero.com/>
(FAA AD 2011-15-11 refers)
- Compliance:** At the compliance times specified in FAA AD 2011-15-11.
- Effective Date:** 29 September 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.

2013-11-11 Engine Oil Pressure Switch – Inspection

Effective Date: 1 August 2013

71-24-04 Fuel and Oil Flexible Hose Assemblies - Inspection

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

Effective Date: 29 September 2016