

# Airworthiness Directive Schedule

## Aeroplanes

### Cessna 206 Series

29 September 2016

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- Notes**
1. This AD schedule is applicable to the following Cessna aircraft models manufactured under FAA Type Certificate A4CE:

<b>Cessna Aircraft Models:</b>	
206	U206
206H	U206A
P206	U206B
P206E	U206C
T206H	U206D
TU206A	U206E
TU206C	U206F
TU206F	U206G
TU206G	

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 applicable to these aircraft can be obtained directly from the FAA web site. The link to the FAA web site is available on the CAA web site at [http://www.caa.govt.nz/Airworthiness\\_Directives/states\\_of\\_design.html](http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html)
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk. \*
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<p>From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at <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.....</p>		
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**DCA/CESS206/101 Cancelled - Purpose fulfilled****DCA/CESS206/102 Number 5 Cylinder Baffle - Modification****Applicability:** Model 206 Series S/N 206-0001 through 206-0177**Requirement:** Comply with Cessna SL 64-32**Compliance:** Within the next 100 hours TIS**Effective Date:** 31 December 1966**DCA/CESS206/103 Aileron Hinge - Inspection****Applicability:** Model 206 Series S/N 206-0001 through 206-0275  
Model U206 Series S/N U206-0276 through U206-0429  
Model P206 Series S/N P206-0001 through P206-0146**Requirement:** Comply with Cessna SL 65-83**Compliance:** By 31 October 1965 and every periodic inspection thereafter until modified**DCA/CESS206/104 Cancelled - Purpose fulfilled****DCA/CESS206/105 Cancelled - Purpose fulfilled****DCA/CESS206/106B Electric Flap Actuator – Inspection****Applicability:** Model 206 aircraft, S/Ns 2060001 through 2060275Model P206, P206A, B, C, D and E aircraft and TP206A, B, C, D and E aircraft, S/Ns  
P206-0001 through P206-0647Model U206, U206A, B, C, D and E aircraft and TU206A, B, C, D and E aircraft, S/Ns  
U206-0276 through U20601673**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/CESS206/106A - 30 September 1968  
DCA/CESS206/106B - 1 December 2005

**DCA/CESS206/107 Fuel Line - Inspection**

**Applicability:** Model 206 Series S/N 206-0001 through U206-1021  
Model P206 Series S/N P206-0001 through P206-0468

**Requirement:** Comply with Cessna SESL SE 68-4

**Compliance:** Next periodic inspection

**Effective Date:** 30 September 1968

**DCA/CESS206/108A Auxiliary Fuel Pump - Modification**

**Applicability:** Models 206, U206 and P206 series, S/N 206-0001 through U206-1284 and P206-0001 through P206-0566 fitted with an electric auxiliary fuel boost pump manufactured by Dukes Inc.

**Requirement:** To prevent incorrect fuel metering which could result in loss of engine power, modify fuel boost pump per Cessna SEB96-4.

(FAA AD 69-08-11 refers)

**Compliance:** Within next 200 hours TIS unless compliance with Cessna SESL SE 69-9 has already been accomplished.

**Effective Date:** DCA/CESS206/108 – 31 July 1969  
DCA/CESS206/108A – 25 September 2003

**DCA/CESS206/109 Intake Manifold Balance Tube Fuel Drain - Modification**

**Applicability:** Model U206 Series S/N U206-0438 through U206-1156  
Model P206 Series S/N P206-0161 through P206-0517

**Requirement:** Comply with Cessna SESL SE 70-22

**Compliance:** 31 December 1971

**DCA/CESS206/110 Exhaust Manifold heat Exchanger - Inspection**

**Applicability:** All Turbocharged Model 206 Series.

**Requirement:** Comply with Cessna SESL SE 71-11.  
(FAA AD 71-09-07R1 refers)

**Compliance:** Within the next 25 hours TIS and thereafter at intervals not exceeding 50 hours TIS

**Effective Date:** 31 October 1971

**DCA/CESS206/111 Cancelled**

\* **DCA/CESS206/112 Cancelled – FAA AD 71-24-04 refers**

**Effective Date:** 29 September 2016

**DCA/CESS206/113 Flap Actuator - Modification**

**Applicability:** Model 206 Series S/N 206-0001 through 206-0275  
Model U206 & TU206 Series S/N U206-0276 through U20601673  
Model P206 & TP206 Series S/N P206-0001 through P20600647

**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/CESS206/114 Cancelled – FAA AD 72-07-09 refers**

**Effective Date:** 26 February 2015

**DCA/CESS206/115 Main Gear - Wheel Assembly through Bolts - Inspection**

**Applicability:** Model 206 Series S/N 20602200 through 20602411

**Requirement:** Accomplish the following:

1. Inspect main gear wheel assemblies for broken through bolts, replace broken bolts with serviceable bolts of the same type or modify as follows.
2. Modify main gear wheel assemblies by incorporating Cessna Parts Kit P/N PL-30403 in accordance with Cessna SESL 74-8.

**Compliance:** Modification shall be incorporated not later than 31 August 1974

**Effective Date:** 6 June 1974

**DCA/CESS206/116 Main Gear - Wheel Assembly Cap Screws - Inspection**

**Applicability:** All model 206 Series aircraft fitted with McCauley wheels  
P/N D-30291 and wheels modified per DCA/CESS206/115

**Requirement:** As a result of a local failure accomplish the following:

1. (a) Dismantle each wheel and inspect the six tapped holes in each side of the hub for evidence of thread distress.  
(b) Inspect the area around each hole for cracks using a dye penetrant method.  
(c) Reject any hub with damaged threads or cracks.  
(d) Reassemble in accordance with McCauley SB WB-1-A (Cessna SESL SE 74-8 refers) but use lock washers P/N AN935-516 under the heads of the cap screws instead of plain washers P/N A-1638-1.
2. (a) Check that each socket head cap screw torque is within range 190 lb. in. to 200 lb. in.  
(b) If any cap screw is less than 190 lb. in. repeat 1 above and report the defect to the Director.

**Compliance:** 1. Within the next 10 hours TIS  
2. At intervals not exceeding 50 hours TIS

**Effective Date:** 1 November 1974

**DCA/CESS206/117A Fuel Cell Capacity placard - Modification**

**Applicability:** Model U206 and TU206 Series S/N 20602127 through 20602675  
AND any other 206 Series 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/CESS206/118 Mainplane Rear Spar - Inspection**

**Applicability:** All model 206 Series All S/N's

**Requirement:**

1. Examine each mainplane rear spar for cracks in the area of the root attachment fitting. Cracking originates around the spar web radius below the root end fitting, and may extend to the spar upper flange at the outboard end of the root fitting where the reinforcing angle is joggled.
2. The rear spar web may be examined after the wing root lower fairings are removed. If a crack is present it may be obscured by the root ribs and the spar root end fittings. Careful inspection should be made of the inboard edge and radius of the spar web visible below the root fittings and inboard of the root ribs. The edge of the rear spar upper flange should be inspected through the inboard inspection hole behind the rear spar. When doubt exists, the trailing edge root end rib shall be removed to permit a more detailed inspection.

**Compliance:**

1. Unless already accomplished, within the next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS.
2. Immediately following any case of mainplane damage or ground looping.

**Effective Date:** 2 June 1975

**DCA/CESS206/119 Wing Flap, Actuator Ball Nut Assembly - Inspection**

**Applicability:** Model U206 Series S/N U20603454 through U20603562

**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:** 28 February 1977

**DCA/CESS206/120A Turbocharger - Nameplate and Centre Housing - Inspection**

- Applicability:** Model TP206 Series S/N P206-0191 through P20600647  
Model TU206 Series S/N U206-0487 through U20603693
- Requirement:** Comply with Cessna SESL SE 77-3 Supl. 2 & 3 and SESL 77-42.  
(FAA AD 78-07-01 refers)
- Compliance:** Within the next 25 hours TIS unless already accomplished
- Effective Date:** DCA/CESS206/120 - 16 March  
DCA/CESS206/120A - 21 July 1978

**DCA/CESS206/121 Ground Service Plug - Inspection**

- Applicability:** Model U206 and TU206 Series S/N U20603021 through U20603547
- 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/CESS206/122 Fuel Selector Valve - Inspection**

- Applicability:** Model U206/TU206 series, S/N U20603124 through U20603886  
with a fuel selector valve S/N 1421 through 3269.  
  
OR earlier aircraft having had the fuel selector valve replaced with a 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/CESS206/123 Flexible Fuel Tank - Inspection**

- Applicability:** Model 206 Series S/N 206-0001 through 206-0275.  
Model U206 Series S/N U206-0276 through U20601700  
AND any other 206 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 the next 100 hours TIS or 6 months whichever is the sooner, thereafter at  
intervals not exceeding 12 months until tanks replaced.
- Effective Date:** 28 April 1978

**DCA/CESS206/124A Fuel Cap - Modification**

- Applicability:** Model 206 Series S/N 206-0001 through 206-0275  
Models U206 and TU206 Series S/N U206-0276 through U20606846  
Models P206 and TP206 Series S/N P206-0001 through P20600647
- 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 200 hours TIS unless already accomplished
- Effective Date:** DCA/CESS206/124 - 23 March 1979  
DCA/CESS206/124A - 11 April 1997

**DCA/CESS206/125 Electrical System - Modification**

- Applicability:** Model 206 Series S/N 206-0001 through 206-0275,  
Model U206 & TU206 Series S/N U206-0276 through U20604074 Model P206 Series  
S/N P206-0001 through P20600647
- 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/CESS206/126 Fuel System Operation - Placard**

- Applicability:** Model 206 Series S/N 206-0001 through 206-0275  
with SK 206-2 installed  
Model U206 & TU206 S/N U206-0276 through U206-05110  
Model P206 & TP206 S/N P206-0001 through P20600647  
as detailed in Cessna SIL SE 79-25 & Supl. 1
- Requirement:** Install placard and special procedure card per Cessna SIL SE 79-25 & Supl. 1.  
(FAA AD 79-15-01 refers)
- Compliance:** By 30 September 1979
- Effective Date:** 31 August 1979



**DCA/CESS206/127 Exhaust System - Inspection****Applicability:** All model 206 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/CESS206/128 Alternator Installation - Inspection****Applicability:** Model U206 and TU206 Series S/N 20600634 through 20604649  
Model P206 Series S/N P20600280 through P20600647**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. 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/CESS206/129 Turbo Charger Installation - Inspection****Applicability:** Model TU206 Series S/N U206-0487 through U20605619  
Model TP206 Series S/N P2060001  
and S/N P2060191 through P2060647**Requirement:** Inspect per Cessna SESIL SE 80-24 and remove from service any AIRESEARCH TURBOCHARGER with S/N HI 0101 through HI 0175 as specified.  
(FAA AD 80-07-01 refers)**Compliance:** Within the next 10 hours TIS unless already accomplished**Effective Date:** 6 June 1980

**DCA/CESS206/130 Bladder Type Fuel Cells - Inspection**

**Applicability:** Models 206, U206 & TU206 Series S/N 206-0001 through U20604649  
Model P206 & TP206 Series S/N P206-0001 through P20600647

**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 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 SIL SE 84-9.

(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/CESS206/131A Fuel Selector Valve - Inspection**

**Applicability:** Model 206, U206 and TU206 aircraft, S/N 206-0001 through to U20606827.  
Model P206 and TP206 aircraft, S/N P206-0001 through to P20600647.

**Note 1:** This AD revised to include note 2.

**Requirement:** To preclude possible loss of fuel tank selection, accomplish the following:

1. Visually inspect the 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 the roll pins at the selector valve yoke/shaft connection per the instructions in Cessna SIL SE 84-5.

**Note 2:** Two roll pins secure the connection between the fuel selector shaft and valve assembly. The safety wire fitted per requirement 2 of this AD provides a back-up retention mechanism for the roll pins.

(FAA AD 85-02-07 refers)

**Compliance:** Within the next 100 hours TIS, unless already accomplished.

**Effective Date:** DCA/CESS206/131 - 22 March 1985  
DCA/CESS206/131A - 27 September 2007

**DCA/CESS206/132 Engine Controls - Inspection**

**Applicability:** Model 206, U206 & TU206 Series S/N 206-0001 through U206-1444  
Model P206 & TP206 Series S/N P206-0001 through P206-0603

**Requirement:** To reduce 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/CESS206/133 Induction Airbox Duct - Inspection**

**Applicability:** Model 206 & U206 Series S/N 206-0001 through U20606065  
Model P206 Series S/N P206-0001 through P20600647

**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 1250705-8 duct, or  
(b) repair cracked duct using material at least .040 inch thick  
(FAA AD 85-10-02 and Cessna SESIL SE 84-20 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/CESS206/134 Wing Rear Spar Doubler - Inspection**

**Applicability:** Model U206 S/Ns U20601701 through U20604649

**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:** 2 August 1985

**DCA/CESS206/135A Cancelled – DCA/CESS206/154 refers**

**Effective Date:** 30 June 2011

**DCA/CESS206/136 Engine Compartment Hoses - Inspection**

**Applicability:** Model TU206 & TP206 Series All S/N's

**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/CESS206/137 Lower Forward Doorpost and Strut Fitting - Inspection**

**Applicability** Model 206 S/N 206-0094, -0138 through -0275, model P206/TP206 S/N P206-0001 through -0603, P20666604 through P20600647, Model U206/TU206 S/N U206-0276 through -1444, U20601445 through U20607020 and S/N 676.

**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/CESS206/138 Fuel, Oil or Hydraulic Hose - Inspection**

**Applicability:** All model 206 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/CESS206/139 Preflight Fuel System Check – AFM Revision**

**Applicability:** Model 206, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G (S/N 206-0001 through 206-0275, U206-0276 and on) P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D and TP206E (S/N P206-0001 through P20600647) equipped with fuel reservoir(s).

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

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/CESS206/139 refers

**Compliance:** By 1 February 2000

**Effective Date:** 19 November 1999

**DCA/CESS206/140 Fuel Strainer Assembly – Inspection**

**Applicability:** Models U206, U206A, TU206A, U206B/TU206B, U206C/TU206C, U206D/TU206D, U206E/TU206E, U206F/TU206F, U206G/TU206G, P206, P206A, TP206A, P206B/TP206B, P206C/TP206C, P206D/TP206D and P206E/TP206E 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/CESS206/141 Horizontal Stabiliser Brackets – Inspection**

<b>Applicability:</b>	<u>Model</u>	<u>S/N</u>
	P206C and TP206C	P206-0420 through P206-0519
	P206D and TP206D	P206-0520 through P206-0603
	P206E and TP206E	P20600604 through P20600647, and P206-0001
	U206C and TU206C	U206-0915 through U206-1234
	U206D and TU206D	U206-1235 through U206-1444, U20601445 through U20601587
	U206E and TU206E	U20601588 through 20601700
	U206F and TU206F	U20601701 through U20602588, U20602590 through U20603521
	U206G and TU206G	676, U20602589, and U20603522 through U20607020

**Requirement:** To prevent structural failure of the horizontal stabiliser attachment brackets accomplish the following;

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.
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.
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.
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)

- Compliance:**
1. Within 50 hours TIS.
  2. Within 50 hours TIS if applicable.
  3. Before further flight.
  4. After effective date.

**Effective Date:** 26 April 2002

**DCA/CESS206/142A 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 S/Ns and.

Model 206H S/N 20608001 through 20608183, 20608185, 20608187, and 20608188 and,

Model T206H S/N T20608001 through T20608039, T20608041 through T20608367, T20608369 through T20608379, T20608381, T20608382, and T20608385.

**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/CESS206/142 - 29 January 2004  
DCA/CESS206/142A - 30 September 2004

**DCA/CESS206/143 Shoulder Harness – Inspection**

**Applicability:**

Model	206	S/N 206-0001 through 206-0275,
	206	S/N P206-0001 through P206-0160,
	P206A	S/N P206-0161 through P206-0306,
	P206B	S/N P206-0307 through P206-0419,
	P206C	S/N P206-0420 through P206-0519,
	P206D	S/N P206-0520 through P206-0603,
	P206E	S/N P20600604 through P20600647,
	U206	S/N U206-0276 through U206-0437,
	U206A	S/N U206-0438 through U206-0656,
	U206B	S/N U206-0657 through U206-0914,
	U206C	S/N U206-0915 through U206-1234,
	U206D	S/N U206-1235 through U206-1444 and,
		U20601445 through U20601587,
	TP206A	S/N P206-0161 through P206-0306,
	TP206B	S/N P206-0307 through P206-0419,
	TP206C	S/N P206-0420 through P206-0519,

TP206D S/N P206-0520 through P206-0603,  
 TP206E S/N P20600604 through P20600647,  
 TU206A S/N U206-0487 through U206-0656,  
 TU206B S/N U206-0657 through U206-0914,  
 TU206C S/N U206-0915 through U206-1234,  
 TU206D S/N U206-1235 through U206-1444 and  
 U20601445 through U20601587,

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/CESS206/144 Power Junction Box Circuit Breakers – Inspection**

**Applicability:** Model 206H aircraft, S/Ns 20608195 through 20608223, 20608225, and 20608226.  
 Model T206H aircraft, S/Ns T20608410 through T20608475, S/Ns T20608477 through T20608501, T20608503, and T20608506.

**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/CESS206/145      Cancelled - DCA/CESS206/147 refers****Effective Date:** 17 April 2007**DCA/CESS206/146      Seatback Lock Assembly – Inspection****Applicability:** Model 206H aircraft, S/Ns 20608001 through to 20608250  
Model T206H aircraft, S/Ns T20608001 through to T20608570**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/CESS206/147      Fuel Hose End Fittings – Inspection****Applicability:** Model 206H aircraft, S/N 20608231 through to 20608285  
Model T206H aircraft, S/N T20608515 through to T20608662, T20608664 through to T20608697, T20608699 through to T20608714 and T20608717**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/CESS206/148 Aileron Bellcrank – Inspection**

**Applicability:** Model 206H aircraft, S/N 20608002 through to 20608026.

Model T206H aircraft, S/N T20608002 through to T20608015, T20608017 through to T20608023 and T20608025 through to T20608028.

**Note:** This AD added to the Cessna 206 AD schedule for completeness.

**Requirement:** To detect and correct loose aileron control bellcrank stop bolts, which could result in restricted movement of the aileron with possible partial or complete loss of aileron control, accomplish the following:

Inspect the left and right wing aileron control bellcrank stop bolts and lock nuts for flush and tight contact with the surface of the threaded boss on each end of the yoke assemblies per the inspection/modification instructions in Cessna Special Service Project SSP99-27-02.

If the bolts and nuts are flush and tight, or flush but loose after tightening, loosen the nuts, clean the threads (bolt and nut), wick Loctite 290 into the threads and torque the nut. Accomplish these requirements in accordance with the inspection/modification instructions in SSP99-27-02, before further flight.

If the bolts and nuts are not flush, remove the nut and stop bolt, spotface the boss, clean the threads (boss, bolt, and nut), apply Loctite 242, adjust the stop bolt and torque the bolt. Accomplish these requirements in accordance with the inspection/modification instructions in SSP99-27-02, before further flight.

(FAA AD 99-13-04 refers)

**Compliance:** Within the next 10 hours TIS or by 30 April 2008, whichever occurs sooner.

**Effective Date:** 28 February 2008

**DCA/CESS206/149 Cancelled – FAA AD 2013-11-11 refers**

**Effective Date:** 1 August 2013

**DCA/CESS206/150 Horizontal Stab Attach Brackets – Inspection**

**Applicability:** Model 206H aircraft, S/N 20608001 through to 20608053, 20608055 through to 20608086, 20608088 and 20608089.  
 Model T206H aircraft, S/N T20608001 through to T20608093, T20608095 through to T20608145, T20608147, T20608149, T20608150, T20608152, T20608156, T20608157 and T20608160.

**Note:** This AD added to the Cessna 206 AD schedule for completeness.

**Requirement:** To prevent structural failure of the horizontal stabilizer due to the possibility that the attachment brackets are structurally deficient which could result in loss of aircraft control, accomplish the following:

1. Visually inspect the right and left horizontal stabilizer attachment reinforcement brackets P/N 1232624-1 (or an equivalent approved part) for the existence of seam welds along both the lower inboard and outboard wall/flange per the instructions in Cessna Service Bulletin (SB) No. SB00-55-03 and the applicable maintenance manual.

If the right and left horizontal stabilizer attachment brackets have seam welds along both the lower inboard and outboard wall/flange, no further action is required.

If no seam weld is found along both the lower inboard and outboard wall/flange on both the right and left horizontal stabilizer attachment brackets, replace the brackets per the instructions in SB No. SB00-55-03 and the applicable maintenance manual, before further flight.

2. Do not install horizontal stabilizer attachment reinforcement brackets P/N 1232624-1 or an equivalent approved part unless the bracket has been inspected in accordance with requirement 1 of this AD, and has seam welds along both the lower inboard and outboard wall/flange.

(FAA AD 2001-09-06 refers)

**Compliance:**

1. Within the next 20 hours TIS, unless already accomplished.
2. From 28 February 2008.

**Effective Date:** 28 February 2008

**DCA/CESS206/151 Seat Backrest Attach Brackets – Modification**

**Applicability:** Model 206H aircraft, S/N 20608216 through to 20608283.

Model T206H aircraft, S/N T20608445 through to T20608662, T20608664 through to T20608671, T20608673, T20608674, T20608676 through to T20608681, T20608683 through to T20608689, T20608691, T20608692, T20608694 through to T20608696, T20608699 through to T20608701, T20608703 and T20608704.

**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/CESS206/152     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 206 aircraft, all S/N

Model 206H aircraft, S/N 20608001 onward

Model P206 aircraft, all S/N

Model U206 aircraft, all S/N

Model T206H aircraft, S/N T20608001 onward

Model TU206A aircraft, all S/N

Model TU206B aircraft, all S/N

Model TU206C aircraft, all S/N

Model TU206D aircraft, all S/N

Model TU206E aircraft, all S/N

Model TU206F aircraft, all S/N

Model TU206G aircraft, all S/N

**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/CESS206/153     Alternate Static Source Selector – Inspection**

**Applicability:** Model 206, 206H, P206, P206A, P206B, P206C, P206D, P206E, T206H, TP206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, U206, U206A, U206B, U206C, U206D, U206E, U206F and U206G 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/CESS206/152.

**Note 1:** This AD includes aircraft not previously affected by DCA/CESS206/152 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/CESS206/154     Seat Adjustment Mechanism – Inspection**

**Applicability:** Model 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, U206, U206A, U206B, U206C, U206D, U206E, U206F and U206G aircraft, all S/N.

**Note 1:** This AD supersedes DCA/CESS206/135A 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/CESS206/135A (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

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.

**2013-11-11 Engine Oil Pressure Switch – Inspection**

**Effective Date:** 1 August 2013

**DCA/CESS206/155B 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

**\* 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

**\* 86-24-07 Engine Controls - Inspection**

**Applicability:** Model 206, U206 aircraft, S/N 206-0001 thru to 206-0275.  
Model U206A thru to U206G aircraft, S/N U206-0276 thru to U206-1444.  
Model TU206A thru to TU206G aircraft, S/N U20601445 thru to U20604649.  
Model P206, P206A thru to P206E aircraft, S/N P206-0001 thru to P206-0603.  
Model TP206A thru to TP206E aircraft, S/N P20600604 thru to P20600647.

**Note:** Cessna SIL SE79-6 pertains to the subject of this AD.

**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

**\* 2002-26-03 Brackett Single Screen Air Filter Assemblies - Inspection**

**Applicability:** Model TP206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F and TU206G aircraft, all S/N embodied with STC No. SA71GL.

**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



\* [2006-03-08](#) **ADV211CC and ADV212CW Vacuum Pumps - Inspection**

**Applicability:** Model 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, U206, U206A, U206B, U206C, U206D, U206E, U206F and U206G aircraft, all S/N.

**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