Airworthiness Directive Schedule

Aeroplanes

Cessna 310 and 320 Series

29 September 2016

Notes

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

Cessna Aircraft Models:	FAA Type Certificate:
310B	3A10
310L	3A10
310P	3A10
310Q	3A10
310R	3A10
320E	3A25

2. The FAA is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs applicable to these aircraft can be obtained directly from the FAA web site. The link to the FAA web site is available on the CAA web site at http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk. *

Contents

DCA/CESS310/101 Number 5 Cylinder Baffle - Modification

Applicability: Model 310 Series S/N 310 I 0103 and subsequent
Model 320 Series S/N 320C0001 and subsequent

Requirement: Comply with Cessna SL 64-32

Compliance: Within the next 100 hours TIS

Effective Date: 31 December 1966

DCA/CESS310/102 Fuel Vent Icing - Modification

Applicability: Model 310 Series S/N 310 H 0001 through 310 J 0038
Model 320 Series S/N 320A0019 through 320C0059

Requirement: Comply with Cessna SL 65-20

Compliance: Within the next 100 hours TIS

Effective Date: 31 December 1966

DCA/CESS310/103 Cancelled

DCA/CESS310/104 Fuel Selector Valve - Inspection

Applicability: Model 310 Series S/N prior to 310 I 0001
Model 320 Series All S/N's

Requirement: Comply with Cessna SL 65-38

Compliance: Within the next 100 hours TIS and thereafter at intervals not exceeding 500 hours TIS

Effective Date: 31 December 1966

DCA/CESS310/105 Cancelled: purpose fulfilled

DCA/CESS310/106 Inboard Aileron Hinge - Replacement

Applicability: Model 310 Series S/N 35000 through 35774

Requirement: Comply with Cessna SL 67-17

Compliance: Before next flight

Effective Date: 30 September 1968

DCA/CESS310/107 Cancelled

DCA/CESS310/108 Wing Tip Tank Pump - Modification

Applicability: Model 310 Series S/N 310 G 0001 through 310 P 0166
Model E310 J All S/N's
Model E310 H All S/N's
Model 320 All S/N's

Requirement: Comply with Cessna MESL ME 69-16 & Supl. 1
(FAA AD 69-14-01 refers)

Compliance: By 28 February 1970

DCA/CESS310/109 Fuel Line Support - Modification

Applicability: Model 310 Series S/N 35000 through 35999
& S/N 39001 through 39299
Model 310 F S/N 310 F 0001 through 310 F 0156

Requirement: Comply with Cessna MESL ME 69-14
(FAA AD 69-12-03 refers)

Compliance: By 30 September 1969

DCA/CESS310/110 Cancelled

DCA/CESS310/111 Fuel System - Inspection and Modification

Applicability: Model 310 Series All S/N's
Model 320 Series All S/N's

Requirement: Comply with Cessna MESL ME 73-5 and Cessna Service Kit SK 310-90
(FAA AD 73-07-07 refers)

Compliance: Within the next 25 hours TIS

Effective Date: 31 May 1973

DCA/CESS310/112A Wing Tip Fuel Tank Strobe Light Installations - Inspection and Modification

Applicability: All model 310 320 & 340 Series
with strobe lights fitted in wing tip fuel tank nose caps, except those with symbolic displays P/N 30-0005, 30-0199-3 and 701133-1; Whelan Engineering Co. Inc. P/N A430, and Grimes Manufacturing Co. (Grimes) P/N 30-0515-5, 30-1172-1, 30-0531-1 and 30-0467-5 strobe lights

Requirement: Comply with FAA AD 76-08-02 R2
(Cessna MESL ME 75-16 refers)

Compliance: Within the next 100 hours TIS

Effective Date: 31 May 1976

DCA/CESS310/113 Flexible Fuel Tanks - Inspection

Applicability: All model 310 320 & 340 Series with Goodyear BTC-39 series fuel tanks

Requirement: Accomplish the following:

1. Visual inspection per Cessna MESL ME 78-7.

2. Detailed inspection and pressure test per Cessna MESL ME 78-7.

(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 and thereafter at intervals not exceeding 12 months.

Effective Date: 21 July 1978

DCA/CESS310/114 Auxiliary Fuel pump Wiring - Modification

Applicability: All model 310 320 & 340 Series which have been modified per Cessna MEB 88-3

Requirement: To overcome unsatisfactory features introduced by Cessna MEB 88-3, modify per Cessna MEB 88-3 Rev. 1.

Compliance: Within the next 100 hours TIS unless already accomplished

Effective Date: 16 February 1990

DCA/CESS310/115 MLG Inner Bearing - Inspection

Applicability: Model 310 Series S/N 310L0001 through 310R1690
Model 320 Series S/N 320E0001 through 320F0045
Model 340 Series S/N 340-0001 through 340A0801

Aircraft fitted with P/N 5141109-1 bearing in each MLG are not affected.

Requirement: To prevent jamming of the MLG inner and outer barrels, inspect per Cessna MEB 88-7. Rectify defective assemblies before further flight
(FAA AD 90-02-13 refers)

Compliance: At 1300 hours TTIS or within next 300 hours TIS whichever is the later and thereafter at intervals not exceeding 1000 hours TIS

Effective Date: 25 May 1990

DCA/CESS310/116 Cancelled – DCA/CESS310/122 now refers

DCA/CESS310/117 Rudder Balance Weight Installation-Inspection

Applicability: Model 340 S/N 3400001 through 3400555
Model 340A S/N 340A0001 through 340A1521

Requirement: Inspect rudder balance weight rib P/N 0831311-1 per Cessna MESIL ME 82-8. Replace cracked ribs with P/N 5331004-2 before further flight.
(FAA AD 82-26-05 refers)

Compliance: At intervals not exceeding 100 hours TIS until rib P/N 5331004-2 installed.

Effective Date: 9 October 1987

DCA/CESS310/118 Turbosupercharger Installation - Inspection

Applicability: Model T310P S/N T310P0001 through T310P0240
Model T310Q S/N T310Q0001 through T310Q0291
Model 320D S/N 320D0001 through 320D0130
Model 320E 320E0001 through 320E0110
Model 320F 320F0001 through 320F0045
Model 340A S/N 340A0001 through 340A1521

Requirement: To detect incipient failure of turbosuperchargrer turbine housings accomplish the following:

Remove engine top cowling and turbosupercharger turbine insulation blanket and visually inspect T.C.M. turbosupercharger assy. P/N632729 (AID P/N 406610) complete turbine housing surface for cracks, bulges and burnt areas. Renew defective parts before further flight.
(FAA AD 70-03-04 R1 refers)

Compliance: At 425 hours total turbine housing TIS, or within next 25 Hrs. TIS whichever is the latter, and thereafter at intervals not exceeding 100 Hrs. TIS until stainless steel heat shields installed per Cessna MESL ME 72-4.

Effective Date: 9 October 1987

DCA/CESS310/119A Crossfeed Fuel Line - Inspection and Modification

Applicability: Model 340 & 340A S/N 3400001 through 340A1817

Requirement: To detect and correct fuel line chaffing and leaks in engine firewall area, inspect and modify per Cessna SB MEB 87-7 Rev. 1. Renew chafed fuel lines before further flight.
(FAA AD 88-03-07 refers)

Compliance: Within next 50 hours TIS

Effective Date: DCA/CESS310/119 - 19 February 1988
DCA/CESS310/119A - 8 April 1988

DCA/CESS310/120 Fuel, Oil or Hydraulic Hose - Removal

Applicability: All model 310, 320 and 340 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 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/CESS310/121 Severe Icing Conditions - Flight Manual Revision

Applicability: Models 310R and T310R

Requirement: To minimise the potential hazards associated with operating the aircraft in severe icing conditions (by providing more clearly defined procedures and limitations associated with such conditions), incorporate the following into the Aircraft Flight Manual (AFM):-

1. Limitations Section of the Aircraft Flight Manual

"WARNING

Severe icing may result from environmental conditions outside of those for which the aircraft is certificated. Flight in freezing rain, freezing drizzle, or mixed icing conditions (supercooled liquid water and ice crystals) may result in ice build-up on protected surfaces exceeding the capability of the ice protection system, or may result in ice forming aft of the protected surfaces. This ice may not be shed using the ice protection systems, and may seriously degrade the performance and controllability of the aircraft.

- During flight, severe icing conditions that exceed those for which the aircraft is certificated shall be determined by the following visual cues. If one or more of these visual cues exists, immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions.

- Unusually extensive ice accumulation on the airframe and windshield in areas not normally observed to collect ice.

- Accumulation of ice on the upper surface of the wing aft of the protected area.

- Accumulation of ice on the engine nacelles and propeller spinners farther aft than normally observed.

- Since the autopilot, when installed and operating, may mask tactile cues that indicate adverse changes in handling characteristics, use of the autopilot is prohibited when any of the visual cues specified above exist, or when unusual lateral trim requirements or autopilot trim warnings are encountered while the aircraft is in icing conditions.

- All wing icing inspection lights must be operative prior to flight into known or forecast icing conditions at night. This supersedes any relief provided by the Master Minimum Equipment List (MMEL)."

2. Normal Procedures Section of the Aircraft Flight Manual

"THE FOLLOWING WEATHER CONDITIONS MAY BE CONDUCIVE TO SEVERE IN-FLIGHT ICING:

- Visible rain at temperatures below 0 degrees Celsius ambient air temperature.

- Droplets that splash or splatter on impact at temperatures below 0 degrees Celsius ambient air temperature.

PROCEDURES FOR EXITINGTHE SEVERE ICING ENVIRONMENT:

These procedures are applicable to all flight phases from takeoff to landing. Monitor the ambient air temperature. While severe icing may form at temperatures as cold as -18 degrees Celsius, increased vigilance is warranted at temperatures around freezing with visible moisture present. If the visual cues specified in the Limitations Section of the AFM for identifying severe icing conditions are observed, accomplish the following:

- Immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the severe icing conditions in order to avoid extended exposure to flight conditions more severe than those for which the aircraft has been certificated.

- Avoid abrupt and excessive manoeuvring that may exacerbate control difficulties.

- Do not engage the autopilot.

- If the autopilot is engaged, hold the control wheel firmly and disengage the autopilot.

- If an unusual roll response or uncommanded roll control movement is observed, reduce the angle-of-attack.

- Do not extend flaps when holding in icing conditions. Operation with flaps extended can result in a reduced wing angle-of-attack, with the possibility of ice forming on the upper surface further aft on the wing than normal, possibly aft of the protected area.

- If the flaps are extended, do not retract them until the airframe is clear of ice.

- Report these weather conditions to Air Traffic Control."

Note: This may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer's flight manual revision that contains the wording per this AD.

3. Flight Crew Notification
Operators must ensure that flight crew are aware of the flight manual revision.
(FAA AD 98-04-28 refers)

Compliance: By 10 May 1998

Effective Date: 10 April 1998

DCA/CESS310/122 Exhaust System – Inspection, Pressure Testing and V Band Clamp Replacement

Applicability: All model T310P, T310Q, T310R, 320, 320A, 320B, 320C, 320D, 320E, 320F, 320-1, 335, 340 and 340A.

Requirement: To detect and correct cracks and corrosion in the exhaust system, which could result in exhaust system failure and a possible uncontrollable in-flight fire, accomplish FAA AD 2000-01-16.

A copy of FAA AD 2000-01-16 will be provided free of charge to aircraft owners and maintenance engineers. A copy may be obtained from:
The Library
Civil Aviation Authority
PO Box 31441
Lower Hutt

Compliance: Compliance is required at the times specified within FAA AD 2000-01-16.

Effective Date: 24 February 2000

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

2014-03-03 Flight Limitations – AFM Amendment, Maintenance Records and Placards

Effective Date: 7 April 2014

*** 2016-07-24 Cancelled – FAA AD 2016-17-08 refers**

Effective Date: 12 September 2016

*** 2016-17-08 Elevator Trim Push-pull Rod – Inspection**

Effective Date: 12 September 2016