

Airworthiness Directive Schedule

Aeroplanes

Cessna 175 Series

28 July 2016

- Notes**
1. This AD schedule is applicable to Cessna 175 series aircraft manufactured under FAA Type Certificate No. 3A17.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Cessna 175 series 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 *
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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.....		
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DCA/CESS175/1 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue**Applicability:** All model 175 series.**Requirement:** Compliance with the following Airworthiness Directives (as applicable) is required.

FAA Airworthiness Directives:

62-22-01 - Vacuum pump modification

69-15-03 - Muffler assembly

71-22-02 R1 - Cracks in nose gear fork

73-17-01 - Fuel transfer pump placard

74-06-02 - AVCON mufflers

79-08-03 - Electrical system

79-10-14 R1 - Fuel tank venting

82-07-02 - Engine crankcase breather

86-26-04 - Shoulder harness adjuster

87-20-03 R2 - Seat tracks

Note: Each part of this AD (each individual FAA AD) shall be certified in the aircraft log book separately.**Compliance:** Before issue of New Zealand Certificate of Airworthiness. Repetitive inspections to be accomplished at intervals not exceeding the times specified in the FAA Airworthiness Directives.**Effective Date:** 26 September 2002**DCA/CESS175/2 Fuel, Oil or Hydraulic Hose - Removal****Applicability:** All model 175 series.**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: By 31 October 2002, unless already accomplished.**Effective Date:** 26 September 2002**DCA/CESS175/3 Fuel Selector Valve Cam - Replacement****Applicability:** Model 175 S/N 28700A, Model 175A S/N 619 and Model 175C S/N 17557003 through 17557119 equipped with Fuel Selector Valve Cam P/N 0513123, or Fuel Selector Valve P/N 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200; that Cessna shipped from December 6, 1998, through May 10, 1999.**Requirement:** To prevent partial or complete loss of engine power replace any of the affected fuel selector valve cams or fuel selector valves per Cessna Service Bulletin SEB99-7.

Any of the affected fuel selector valve cams or fuel selector valves held as spares must not be fitted to any aircraft.

(FAA AD99-27-02 refers)

Compliance: By 31 October 2002, unless already accomplished.**Effective Date:** 26 September 2002

DCA/CESS175/4 Shoulder Harness – Inspection & Modification

Applicability: Model 175 S/N 626, 640, 28700A, and 55001 through 56238 and, 175A S/N 619 and 56239 through 56777 and, 175B S/N 17556778 through 17557002 and, 175C S/N 17557003 through 17557119 and, which have incorporated Cessna Mod Kit AK170-10.

Requirement: To prevent slippage of the pilot and copilot shoulder harness, which could result in serious injury to the pilot and copilot, accomplish the following:

1. Inspect the upper shoulder harness adjuster P/N 443030-401 for the presence of a retainer spring, in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1.
2. If a retainer spring is found during the inspection of the upper shoulder harness adjuster, prior to further flight remove the spring by cutting each side; and stamp out the -401 identification number in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1
3. If a retainer spring is not found during the inspection of the upper shoulder harness adjuster, make an entry in the airplane log book showing compliance with this AD.
4. Only incorporate Cessna Accessory Kits that have been inspected and modified in accordance with this AD.

(FAA AD 2004-19-01 refers)

Compliance: Within the next 100 hours TIS

Effective Date: 25 November 2004

DCA/CESS175/5 Cancelled – DCA/CESS175/9 refers

Effective Date: 30 June 2011

DCA/CESS175/6 Alternate Static Source Selector – Inspection

Applicability: Model 175 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 P/N identification placard, submit a defect report form CA005D to the Civil Aviation and provide the aircraft model, S/N and aircraft TTIS.

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

(FAA AD 2008-10-02 refers)

- Compliance:**
1. Before further flight.
 2. From 12 May 2008.

Effective Date: 12 May 2008

*** DCA/CESS175/7 Cancelled – FAA AD 2016-14-05 Refers**

Effective Date: 11 August 2016

DCA/CESS175/8 Alternate Static Source Selector – Inspection

Applicability: Model 175, 175A, 175B and 175C 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/CESS175/6.

Note 1: This AD includes aircraft not previously affected by DCA/CESS175/6 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/CESS175/9 Seat Adjustment Mechanism – Inspection and Replacement

Applicability: Model 175, 175A, 175B and 175C aircraft, all S/N.

Note 1: This AD supersedes DCA/CESS175/5 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

(FAA AD 2011-10-09 refers)

Compliance: Within the next 100 hours TIS after the last inspection accomplished per DCA/CESS175/5 (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

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* [2016-14-05](#) Engine Mounting Brackets – Inspection

Effective Date: 11 August 2016