

Airworthiness Directive Schedule

Aeroplanes

Cessna 180 Series

24 September 2015

- Notes**
1. This AD schedule is applicable to Cessna 180, 180A, 180B, 180C, 180D, 180E, 180H, 180J and 180K series aircraft manufactured under FAA Type Certificate No. 5A6.
 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 180 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.....	14

- DCA/CESS180/101** **Cancelled**
- DCA/CESS180/102** **Cancelled**
- DCA/CESS180/103** **Cancelled: purpose fulfilled**
- DCA/CESS180/104** **Cancelled: purpose fulfilled**
- DCA/CESS180/105** **Narco Model 300 position Light Flasher - Modification**

Applicability: Model 180 Series S/N 30000 through 32991
that incorporate a Narco flasher model 300 in the lighting system

Requirement: Comply with Cessna SL 180/182-41-1.
(FAA AD 59-10-03 refers)

Compliance: By 1 September 1959

DCA/CESS180/106 **Mainplane Rear Spar - Modification**

Applicability: Model 180 Series prior to S/N 18052223 used on agricultural operations.

Requirement: The root end of the rear spar web shall be reinforced against cracking. The recommended method is by installation of root rib doublers, P/N 1221101-1-2, in accordance with Cessna Drawing 1221100. Rear spar root end doublers to Rural Aviation modification RA 90 are an acceptable alternative.

Compliance: By 31 December 1961

DCA/CESS180/107 **Cancelled purpose fulfilled**

*** DCA/CESS180/108** **Cancelled – DCA/ROLE/3 refers**

Effective Date: 24 September 2015

DCA/CESS180/109 **Cancelled purpose fulfilled**

DCA/CESS180/110 **Cancelled purpose fulfilled**

DCA/CESS180/111 **Cancelled purpose fulfilled**

DCA/CESS180/112 **Cancelled purpose fulfilled**

DCA/CESS180/113A **Cancelled**

Note: This AD was originally issued as a result of MLG spring leg failures to ski and agricultural aircraft operating in NZ. The AD has been cancelled following an investigation into its effectiveness at preventing failure of the MLG spring legs.

Cessna has advised that the magnetic particle inspection is unlikely to be effective in detecting cracks before they reach the critical length. Also, repetitive paint removal from the legs to perform the inspection, may be harmful to the surface of the leg.

To ensure the continuing airworthiness of the spring legs, maintenance is important to provide and maintain a good paint surface to protect the legs from corrosion or stone damage.

DCA/CESS180/115 **Cancelled purpose fulfilled**

DCA/CESS180/116 **Cancelled purpose fulfilled**

DCA/CESS180/117 Mainplane Rear Spar - Inspection

Applicability: Model 180 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. Where doubt exists, the trailing edge root end rib shall be removed to permit a more detailed inspection.

Compliance: At intervals not exceeding 100 hours TIS and immediately following any case of mainplane damage or ground looping

Effective Date: 31 May 1960

DCA/CESS180/118 Cancelled

DCA/CESS180/119A Cancelled purpose fulfilled

DCA/CESS180/120 Seat Belt Attachment - Modification

Applicability: Model 180 Series S/N 51064 through 51338

Requirement: Comply with Cessna SL 64-6

Compliance: Next periodic inspection

Effective Date: 30 November 1966

DCA/CESS180/121 Cancelled

DCA/CESS180/122 Cancelled purpose fulfilled

DCA/CESS180/123 Stall Warning Horn - Modification

Applicability: Model 180 Series S/N 18051824 through 18051977

Requirement: Comply with Cessna SESL SE 68-22 & Supl. 1.
(FAA AD 68-17-04 refers)

Compliance: Within the next 10 hours TIS

Effective Date: 28 February 1972

DCA/CESS180/124 Javelin Auxiliary Fuel System - Modification

Applicability: All model 180 Series equipped with Javelin auxiliary fuel system

Requirement: Comply with Cessna SESL SE 69-24.
(FAA AD 73-17-01 refers)

Compliance: Within the next 100 hours TIS

Effective Date: 30 September 1973

DCA/CESS180/125 Main Gear - Wheel Assembly Through Bolts - Inspection and Modification

Applicability: Model 180 Series S/N 18052285 through to 18052456

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 SE 74-8 & Supl. 1.

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

Effective Date: 6 June 1974

DCA/CESS180/126 Main Gear - Wheel Assembly Cap Screws - Inspection and Modification

Applicability: All model 180 Series fitted with McCauley wheels P/N D-30291 and wheels modified per DCA/CESS180/125

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 & Supl. 1 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 in. lb. to 200 in. lb.
(b) If any cap screw is less than 190 in. lb. repeat 1 above and report the defect to the Director of the Civil Aviation Authority.

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

Effective Date: 1 November 1974

DCA/CESS180/127A Fuel Cell Capacity Placard - Modification

Applicability: Model 180 Series S/N 52364 through 52554
AND any other 180 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/CESS180/128 Induction Airbox Seal - Inspection

Applicability: Model 180 Series S/N 18050662 through 18052711

Requirement: Comply with Cessna SESL SE 76-18.
(FAA AD 77-04-05 refers)

Compliance: Within the next 50 hours TIS

Effective Date: 31 March 1977

DCA/CESS180/129 Ground Service Plug - Inspection

Applicability: Model 180 Series S/N 18052621 through 18052777

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/CESS180/130 Flexible Fuel Tanks - Inspection

Applicability: Model 180 Series S/N 18051064 through 18052221
AND any other model 180 aircraft equipped 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.

(FAA AD 78-05-06 refers)

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

Effective Date: 28 April 1978

DCA/CESS180/131A Fuel Cap - Modification

Applicability: Model 180 Series S/N 30000 through 50911
and S/N 18050912 through 18053203

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/CESS/180/131 - 23 March 1979
DCA/CESS/180/131A - 21 November 1997

DCA/CESS180/132 Electrical System - Modification

Applicability: Model 180 Series S/N 30000 through 50355 and S/N 18051608 through 18052770

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/CESS180/133 Alternator Installation - Modification and Inspection

Applicability: Model 180 Series S/N 18051446 through 18052981 except 18052975

- Requirement:**
1. Install either additional ground strap per Cessna SESIL SE 79-59 or, embody Cessna service kit SK-210-84 per SESIL SE 79-5.
 2. Visually inspect alternator installation for, and if necessary provide, at least ½ inch clearance between alternator and adjacent flammable fluid carrying lines power plant controls and electrical wiring.
 3. Visually inspect existing alternator to airframe ground for proper installation (SE 79-59 view A-A refers), evidence of looseness at the terminal and adequate length to allow for relative motion between alternator and airframe. Also, confirm that ground straps between engine and airframe mount are installed and provide continuity between engine and mount. Correct any unsatisfactory conditions found per FAA AC 43.13-1A

(FAA AD 79-25-07 refers)

Compliance: Within the next 50 hours TIS unless already accomplished

Effective Date: 8 February 1980

DCA/CESS180/134 Aileron Hinge Pin Installation - Inspection

Applicability: Model 180 Series S/N 18053001 through 18053203

Requirement: Inspect per Cessna SIL SE 83-18 and rectify defective installations as prescribed.
(FAA AD 83-22-06 refers)

Compliance: Within the next 100 hours TIS unless already accomplished

Effective Date: 16 December 1983

DCA/CESS180/135 Bladder Type Fuel Cells - Inspection and Modification

Applicability: Model 180 Series S/N 18030000 through 18053203 with bladder type fuel cells.

Requirement: To preclude possible power loss or engine stoppage due to water contamination of fuel system accomplish the following:

1. Inspect fuel tank filler areas and caps for proper sealing, check fuel cap seal by actuating locking tab and noting that force is maintained between cap seal and adaptor when tab is in over-centre locked position, or accomplish leak test per Cessna SIL SE 82-34.

Note: No longer required when raised neck fuel caps installed per Cessna SK 182-85 (SIL SE 84-16 refers)

2. Inspect fuel cell for wrinkles per Cessna SIL SE 84-4. If wrinkles found, modify and rework fuel cell per Cessna SIL SE 84-9 within the next 100 hours TIS.

Note: No longer required when modification embodied.

3. Install quick drains in fuel tank sumps and reservoirs where applicable, per Cessna SILs SE 79-45 and SE 84-8.

(FAA AD 84-10-01 R1 refers)

Compliance: 1 and 2 Inspection - within next 50 hours TIS and thereafter at intervals not exceeding 12 months.

3. Modification - Within the next 100 hours TIS

Effective Date: 27 July 1984

DCA/CESS180/136A Cancelled – DCA/CESS180/147 refers

Effective Date: 30 June 2011

DCA/CESS180/137 Fuel Vent - Placard and Relocation

Applicability: Model 180 Series S/N 30000 through 32487 equipped with over the wing fuel vent tube

Requirement: To prevent undetected fuel loss induced by siphoning due to blockage of the primary over the wing fuel vent tube, accomplish the following:

1. Fabricate and install the following placard on the instrument panel in full view of the pilot using letters at least 3.2 mm (1/8 inch) high:

"CAUTION, UNDETECTED FUEL LOSS AND ERRONEOUS FUEL QUANTITY INDICATION MAY OCCUR AFTER INADVERTENT OPERATION IN ICING CONDITIONS".

2. Modify or install a fuel tank bladder equivalent to Cessna P/N 0726000-13 (fuel vent in the outboard end of the fuel tank container), and relocate the primary fuel vent opening to the rear of lift strut per Cessna Service Kit SK 180-6. Under the wing primary fuel vents behind both the left and right wing lift struts are acceptable.

(FAA AD 90-21-08 refers)

Compliance: 1. Install placard within next 100 hours TIS.

2. Relocate primary fuel vent opening when the left fuel tank bladder is removed next for any reason.

Effective Date: 23 November 1990

DCA/CESS180/138 Instrument Panel Light Rheostat - Replacement

Applicability: Model 180 S/N 18051446 through 18052384.

Requirement: To prevent an in-flight fire caused by a short circuit in the electrical wiring controlled by the instrument panel light dimming rheostat, accomplish the following:-

Replace the existing rheostat with one of improved design that is current limited and heat protected, P/N RD-0015H-1600, per Cessna SEB92-33R2.

(FAA AD 93-24-15 refers)

Compliance: By 30 September 1994

Effective Date: 18 March 1994

DCA/CESS180/139 Fuel, Oil or Hydraulic Hose - Removal

Applicability: All model 180 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/CESS180/140 Wing Extension STC SA00276NY - Inspection

Applicability: Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K, that have wing extension supplemental type certificate (STC) SA00276NY or supplemental type approval (STA) SA93-136 incorporated. The STA is the Canadian version of the U.S. STC.

Requirement: To prevent wing failure during flight caused by the absence of an angle stiffener, and loss of the aircraft, accomplish the following:-

Inspect inside the left and right wings, aft of the spar, closest to where the strut connects to the wing, for an angle stiffener along the lower spar cap between Wing Station (W.S.) 90 and W.S. 110 per Part A of the Accomplishment Instructions of Air Research Technology, Inc. (ART) SB-1-96, Issue 1, dated April 11, 1996.

If an angle stiffener is not installed, prior to further flight, install a stainless steel reinforcement strap on the underside of each wing, along the spar at W.S. 100.50 per Part B of the Accomplishment Instructions of ART SB-1-96, Issue 1, dated April 11, 1996.

(FAA AD 98-16-04 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 25 September 1998

DCA/CESS180/141 Skis Installed per STC SA213AL – Modification and Placard

Applicability: Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K that have either Airglas Engineering Company Inc, (AECI) Model LW3600-180 (single position) or Model LW3600-180A (two position) fixed penetration wheel skis installed per Supplemental Type Certificate (STC) SA213AL.

Requirement: To prevent one or both wheel skis from rotating into a nose-down position during flight, which could result in loss of control of the aircraft and/or possible damage during flight or landing, accomplish the following:-

(a) Modify the wheel ski bungee assemblies, safety cables, and check cables, and their attachments to the aircraft and the skis, per AECI Drawing No. LW3600-180A-1 and -2, Revision "B", dated September 21, 1979; AECI Drawing No. LW3600-180A-3, Revision "A", dated April 30, 1979; and AECI Drawing No. LW3600-180, Revision "F", dated September 21, 1979 (for single position wheel ski installations) or AECI Drawing No. LW3600-180A, Revision "E", dated September 21, 1979 (for two position wheel ski installations).

(b) Fabricate a placard using letters at least 1/8-inch in height and install this placard adjacent to the airspeed indicator, per AECI Drawing No. LW3600-180A-11, originally issued: September 21, 1979, and AECI SB No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997.

(c) Re-mark the airspeed indicator to display the never exceed airspeed (160 KIAS) and the maximum structural cruising speed (139 KIAS) with skis installed, per AECI SB No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997.

(d) Place AECI Document AE97-13FM, "Supplemental Airplane Flight Manual and Airplane Flight Manual Supplement", dated October 10, 1997, in the aircraft cockpit, per AECI SB No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997.

(FAA AD 98-23-02 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 18 December 1998

DCA/CESS180/142 Fuel Strainer Assembly – Inspection

Applicability: Models 180H, 180J and 180K 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/CESS180/143A Fuel Tank Selector Cover - Installation

Applicability: All model 180 series with a 3-position fuel tank selector.

Requirement: To prevent inadvertent fuel shut-off, accomplish the following:-

Inspect cockpit fuel tank selector. If the fuel tank selector cover with raised perimeter (such as P/N 0716114 any dash number) is not fitted, fit cover before further flight.

Compliance: By 30 September 2002

Effective Date: DCA/CESS180/143 – 25 July 2002
DCA/CESS180/143A – 29 August 2002

DCA/CESS180/144 Shoulder Harness – Inspection & Modification

Applicability: Model 180 S/N 604, 614, 30000 through 32661 and,
180A S/N 32662 through 32999 and 50001 through 50355 and,
180B S/N 50356 through 50661 and,
180C S/N 624 and 50662 through 50911 and,
180D S/N 18050912 through 18051063 and,
180E S/N 18051064 through 18051183 and,
180F S/N 18051184 through 18051312 and,
180G S/N 18051313 through 18051445 and,
180H S/N 18051446 through 18052175,
which have incorporated Cessna Mod Kit AK182-75.

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/CESS180/145 Alternate Static Air Source Selector Valve – Inspection

Applicability: Model 180 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/CESS180/146 Alternate Static Source Selector – Inspection

Applicability: Model 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K 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/CESS180/145.

Note 1: This AD includes aircraft not previously affected by DCA/CESS180/145 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/CESS180/147 Seat Adjustment Mechanism – Inspection and Replacement

Applicability: Model 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K aircraft, all S/N.

Note 1: This AD supersedes DCA/CESS180/136A 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/CESS180/136A (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

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.