

Airworthiness Directive Schedule

Aeroplanes

Cessna 210 Series

25 August 2016

- Notes**
1. This AD schedule is applicable to Cessna 210, 210-5A (205A), 210G, 210L, 210M, 210N, 210R, P210N, T210N and T210R series aircraft manufactured under Federal Aviation Administration (FAA) Type Certificate No. 3A21.
 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 210 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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<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 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.....</p>		
* DCA/CESS210/43B	Cancelled – FAA AD 72-07-09 refers.....	25
* 72-07-09	Vertical Stabiliser - Inspection.....	25

DCA/CESS210/1 Main Gear - Wheel Assembly Through Bolts - Inspection and Modification

Applicability: Model 210 series aircraft, S/N 21060090 through to 21060319.

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 & Supl. 1.

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

Effective Date: 6 June 1974

DCA/CESS210/2 Cancelled – FAA AD 72-07-09 refers

Effective Date: 26 February 2015

DCA/CESS210/3 Main Gear - Wheel Assembly Cap Screws - Inspection and Modification

Applicability: All model 210 series aircraft fitted with McCauley wheels P/N D-30291 and wheels modified per DCA/CESS210/1.

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 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 of the Civil Aviation Authority.

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

Effective Date: 1 November 1974

DCA/CESS210/4 Mainplane Rear Spar - Inspection

Applicability: All model 205 series aircraft, all S/N except those aircraft fitted with rear spar P/N 0523400-90 and 91, or P/N 0523400-111 and -112.

All model 210 series aircraft, aircraft except those with a cantilever wing.

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 jogged.

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:**
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/CESS210/5 Flap Actuator Jack Screw - Modification and Inspection

Applicability: Model 210 series aircraft, S/N 21058221 through to 21058818
Model T210 series aircraft, S/N T210-0001 through to T210-0197

Requirement: Comply with the requirements in Cessna Service Letter SE72-2 dated 21 Jan 1972 and Cessna SL SE72-2 Supplement 1 dated 24 March 1972, or later FAA approved revisions.

(FAA AD 72-03-03R3)

- Compliance:**
1. Modification: By 31 October 1975.
 2. Inspection: Every 100 hours TIS or annually post modification.

Effective Date: 30 September 1975

DCA/CESS210/6A Turbocharger - Nameplate and Centre Housing - Inspection and Replacement

Applicability: Model T210 series aircraft, S/N T210-0001 through to T210-0454 and S/N 21059200 through to 21061758.

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/CESS210/6 - 16 March 1977
DCA/CESS210/6A - 21 July 1978

DCA/CESS210/7 Fuel Selector Valve - Inspection

Applicability: Model 205 series aircraft, which have had valves replaced,
Model 210 series aircraft, S/N 21061155 through to 21062043 with a fuel selector valve S/N 1421 through to 3269,
OR earlier aircraft having had the fuel selector valve replaced

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/CESS210/8 Flexible Fuel Tanks - Inspection

Applicability: Model 205 Series aircraft, S/N 205-0001 through to 205-0577,
Model 210 Series aircraft, S/N 21057841 through to 21058818,
Model T210 Series aircraft, S/N T210-0001 through to T210-0197,
OR any other model 205, 210 or T210 aircraft equipped with Goodyear BTC-39 series aircraft, 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 replaced.

Effective Date: 28 April 1978

DCA/CESS210/9 Fuel Cap - Modification

Applicability: Model 205 series aircraft, S/N 205-0001 through to 205-0577
 Model 210 series aircraft, S/N 21057001 through to 21059361
 Model T210 series aircraft, S/N T210-0001 through to T210-0454

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 100 hours TIS unless already accomplished.

Effective Date: 23 March 1979

DCA/CESS210/10 Electrical System - Modification

Applicability: Model 205 series aircraft, S/N 205-0320 through to 205-0577
 Model 210 series aircraft, S/N 21058162 through to 21061039
 Model T210 series aircraft, S/N T210-0001 through to T210-0454

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/CESS210/11 Fuel System Operation - Placard

Applicability: Model 205 series aircraft, S/N 205-0001 through to 205-0555 with SK205-5 installed and S/N 205-0556 through to 205-0577,

Model 210 series aircraft, S/N 21057841 through to 21058351 with SK205-5 OR SK206-2 installed and S/N 21058352 through to 21063426 as detailed in Cessna SIL SE 79-25 Supl. 1,

Model T210 series aircraft, S/N T210-0001 through to T210-0454

Model P210 series aircraft, S/N P21000001 through to P21000292 as detailed in SL.

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/CESS210/12 Alternator Installation - Modification and Inspection

Applicability: Model 210 series aircraft, S/N 21058783 through to 21062666,
Model T210 series aircraft, S/N T210-0001 through to T210-0454,
Model P210 series aircraft, S/N P21000001 through to P21000026.

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/CESS210/13 Fuel System - Modification

Applicability: Model T210 series aircraft, S/N 21061040 through to 21063660,
Model P210 series aircraft, S/N P21000001 through to P21000389.

Requirement: Modify engine compartment fuel system per Cessna SESIL SE 79-60 & Supl. 1

Compliance: Within the next 100 hours TIS

Effective Date: 21 March 1980

DCA/CESS210/14 Turbo Charger Installation - Inspection and Removal

Applicability: Model 210 series aircraft, S/N 21059200 through to 21063954 and 21058140,
Model T210 series aircraft, S/N T210-0001 through to T210-0454,

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/CESS210/15 Vacuum Pump Installation - Modification

- Applicability:** Model 210 Series aircraft, and T210 S/N 21059810 through 21064535, and Model P210 Series aircraft, S/N P21000001 through P21000760, and Fitted with Airborne model 442 CW-8 vacuum pump, pneumatic de-icer boots and vacuum operated attitude indicator.
- Requirement:** Modify per Cessna SESIL SE 82-13 Supl. 1.
(FAA AD 82-06-10 refers)
- Compliance:** Prior to IFR flight.
- Effective Date:** 28 May 1982

DCA/CESS210/16 Fuel Selector Valve - Inspection and Modification

- Applicability:** Model 205 series aircraft, S/N 205-0001 through to 205-0577
Model 210 series aircraft, S/N 21058819 through to 21064535
Model T210 series aircraft, S/N T210-0198 through to T210-0454
Model P210 series aircraft, S/N P21000001 through to P21000760
- Requirement:**
1. Visually inspect fuel selection for free play. Renew worn or loose parts as necessary to ensure free play does not exceed 15 degrees.
 2. Safety wire selector valve shaft to yoke roll pin per Cessna SIL SE 84-5.
(FAA AD 85-02-07 refers)
- Compliance:** Within the next 100 hours TIS.
- Effective Date:** 22 March 1985

DCA/CESS210/17 Induction Airbox Duct - Inspection and Repair

- Applicability:** Models 210 series aircraft, S/N 21058221 through to 21064226
- 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 duct, or
 - (b) repair cracked duct using material at least .040 inch thick.
(FAA AD 85-10-02 refers)
- Compliance:** Inspect 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/CESS210/18A Fuel Tank/Reservoir Drains – Modification and Flight Manual Revision

- Applicability:** Model 210B through to 210R series aircraft, and Model T210F through to T210R series aircraft, and Model P210N and P210R, and Fitted with fuel reservoir(s).
- Requirement:** To preclude possible power loss or engine stoppage due to fuel contamination, accomplish the following:-

1. For models 210G, T210G through 210L and T210L (S/N 21058819 through 21060539 and T210-0198 through T2100454), install quick drains in wing fuel tanks and reservoirs per Cessna SIL SE 79-45 and SE 84-8, or by using equivalent aircraft standard hardware.

2. For models 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, 210R, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, T210R (S/N 21057841 and on) P210N and P210R (S/N P21000001 and on) 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/CESS210/18A refers

Compliance:

1. Within next 100 hours TIS.
2. By 1 February 2000

Effective Date: DCA/CESS210/18 - 14 November 1986
DCA/CESS210/18A - 19 November 1999

DCA/CESS210/19 Exhaust Manifold Heat Exchanger - Inspection

Applicability: Model 210 Series aircraft, S/N 210-59200 through 210-64897
Model T210 Series aircraft, S/N T210-0001 through S/N T210-0454

Requirement: To prevent exhaust gases entering cabin, inspect per Cessna SL SE 71-11. Repair defective installations before further.
(FAA AD 71-09-07 refers)

Compliance: At intervals not exceeding 100 hours TIS

Effective Date: 13 February 1987

DCA/CESS210/20A Cancelled – DCA/CESS210/41 refers**Effective Date:** 30 June 2011**DCA/CESS210/21 Engine Compartment Hoses - Inspection and Replacement****Applicability:** Model 210 series aircraft, S/N 21059200 through to 21064781 fitted with turbochargers, and

Model T210 series aircraft, S/N T210-00001 through to T210-0454

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/CESS210/22 Electrical Wire Bundle/Fuel Line - Clearance****Applicability:** Model 210 series aircraft, S/N 21059062 through to 21064535

Model T210 series aircraft, S/N T210-0393 through to T210-0454

Model P210 series aircraft, S/N P21000001 through to P21000760

Requirement: To prevent fuel leakage caused by damaged fuel lines, which could result in an in-flight fire, accomplish the following:

1. Inspect the electrical wires in the nose gear tunnel area and the fuel line to the engine-driven fuel pump for cracks or chafing. Renew any electrical wire or fuel line found cracked or chafed before further flight.

2. Ensure that the electrical wires are bundled and route or clamp the wire bundle so that there is a clearance of at least 6mm (0.25 inches) between the wire bundle and the fuel line.

Note: Cessna SIL SE 82-32 highlights the inspection area referenced in this AD.
(FAA AD 91-22-01 refers)

Compliance: Within the next 50 hours TIS

Effective Date: 29 November 1991

DCA/CESS210/23 Air Induction Hose - Replacement

Applicability: Model T210 series aircraft, modified by STC SA2231CE and STC SA3203NM.

Requirement: To prevent air induction hose failure visually inspect between the turbocharger and intercooler to determine whether a Gates air induction hose, P/N 20987 or 21370 is installed. If a Gates hose is installed, before further flight accomplish the following:-

1. Loosen the two AN737-TW clamps and remove the Gates hose.
2. Install The Aircraftman hose, P/N MW1118, and tighten the two AN737-TW clamps.

(FAA AD 93-13-09 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 3 September 1993

DCA/CESS210/24 Fuel System - Calibration and Modification

Applicability: Model 210 series aircraft, S/N 21058819 through to 21065009,
Model T210 series aircraft, S/N T210-0198 through to T210-0454,
Model P210 series aircraft, S/N P21000001 through to P21000874.

Requirement: To prevent loss of engine power caused by inadvertent fuel loss or inadequate refuelling accomplish the following:-

1. Calibrate the fuel quantity indication system at the unusable (empty) fuel gauge indication by:
 - (i) Draining the wing fuel tank sumps (defuel the aircraft).
 - (ii) Turning the master switch on, ensure that the fuel gauges indicate empty ("E").
 - (iii) Adjust or replace the transmitter or gauge, as required to obtain the proper "empty" indication with empty wing fuel tanks.
2. Install raised fuel caps per Cessna SEB91-10 Revision 1 or per STC SA2456CE.

(FAA AD 94-12-08 refers)

Compliance: By 2 September 1995.

Effective Date: 2 September 1994

DCA/CESS210/25 Lower Forward Doorpost and Strut Fitting - Inspection

Applicability: Model 210-5 (205) series aircraft, S/N 205-0551, -0556 through to -0577.

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/CESS210/26 Bladder Type Fuel Cells - Inspection And Modification

- Applicability:** Model 205 series aircraft, S/N 205-0001 through to 205-0577
 Models 210 series aircraft, S/N 210-57001 through to 21058818
 Model T210 series aircraft, S/N P210-0001 through to P210-0197
- 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 1:** 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 2:** 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. Inspection - within next 50 hours TIS and thereafter at intervals not exceeding 12 months.
 2. Inspection - within next 50 hours TIS and thereafter at intervals not exceeding 12 months.
 3. Modification - within next 100 hours TIS.
- Effective Date:** 20 December 1996

DCA/CESS210/27 Number 5 Cylinder Baffle - Modification

- Applicability:** Model 205 series aircraft, S/N 205-0001 through to 205-0566,
 Model 210 series aircraft, S/N 210-00001 through to 21058395
- Requirement:** Comply with Cessna SL 64-32
- Compliance:** Within the next 100 hours TIS.
- Effective Date:** 20 December 1996

DCA/CESS210/28 Fuel, Oil or Hydraulic Hose - Removal

- Applicability:** Model 205 and 210 series aircraft, all S/N.
- Requirement:** To prevent fuel, oil or hydraulic systems failure caused by a collapsed hose, check the aircraft maintenance records for any fuel, oil or hydraulic hose, Cessna P/N S51-10, replaced between March 1995 and 14 March 1997. If any fuel, oil or hydraulic hose, Cessna P/N S51-10, has been replaced between March 1995 and 14 March 1997, accomplish the following:-
- Before further flight physically check for a diagonal or spiral external reinforcement wrap per Cessna SB 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/CESS210/29 Severe Icing Conditions - Flight Manual Revision

Applicability: Model T210N aircraft, S/N 21063641 through to 21064897,
Model P210N aircraft, S/N P21000386 through to P21000834,
Model P210R aircraft, all S/N.

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 EXITING THE 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 98-05-14R1 refers)

Compliance: By 10 May 1998.

Effective Date: 10 April 1998

DCA/CESS210/30 Severe Icing Conditions - Flight Manual Revision

Applicability: Model T210R aircraft, all S/N.

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 lower 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 EXITING THE 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 98-20-33 refers)

Compliance: By 23 November 1998

Effective Date: 23 October 1998

DCA/CESS210/31 Fuel Strainer Assembly – Inspection

Applicability: Models 210E, 210F, 210G, 210H, 210J, 210K/T210K, 210L/T210L, 210M/T210M, 210N/T210N, T210F, T210G, T210H, T210J and P210N series aircraft fitted with 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/CESS210/32 Horizontal Stabiliser Brackets – Inspection and Replacement

Applicability:	<u>Model No:</u>	<u>S/N:</u>
	210G	21058819 through to 21058936
	210H	21058937 through to 21059061
	210J	21059062 through to 21059199
	210K and T210K	21059200 through to 21059502
	210L and T210L	21059503 through to 21061041, and 21061043 through to 21061573
	210M and T210M	21061042, and 21061574 through to 21062954
	210N and T210N	21062955 through to 21064897
	P210N	P21000001 through to P21000834
	T210G	T210-0198 through to T210-0307
	T210H	T210-0308 through to T210-0392
	T210J	T210-0393 through to T210-0454, and 21058140

- 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 paragraph (d)(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/CESS210/33 Shoulder Harness – Inspection & Modification

Applicability:	Model	210 210-5 (205) 210-5 (205A) 210A 210B 210C 210D 210E 210F 210G 210H 210J 210K T210F T210G T210H T210J T210K	S/N 618 and 57001 through to 57575, S/N 641, 648, and 205-0001 through to 205-0480. S/N 205-0481 through 205-0577, S/N 616 and 21057576 through to 21057840, S/N 21057841 through to 21058085, S/N 21058086 through to 21058139 and, 21058141 through to 21058220, S/N 21058221 through to 21058510, S/N 21058511 through to 21058715, S/N 21058716 through to 21058818, S/N 21058819 through to 21058936, S/N 21058937 through to 21059061. S/N 21059062 through to 21059199, S/N 21059200 through to 21059351, S/N T210-0001 through to T210-0197, S/N T210-0198 through to T210-0307, S/N T210-0308 through to T210-0392, S/N T210-0393 through to T210-0454, S/N 21059200 through to 21059351,
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Embodied with 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/CESS210/34 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 210 aircraft, all S/N

Model 210-5 (205) aircraft, all S/N

Model T210F aircraft, all S/N

Model T210G aircraft, all S/N

Model T210H aircraft, all S/N

Model T210J aircraft, all S/N

Model T210K aircraft, all S/N

Model T210L aircraft, all S/N

Model T210M aircraft, all S/N

Model T210N aircraft, all S/N

Model T210R 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/CESS210/35 Alternate Static Source Selector – Inspection

Applicability: Model 210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, 210R, 210-5 (205), 210-5A (205A), T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N and T210R 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/CESS210/34.

Note 1: This AD includes aircraft not previously affected by DCA/CESS210/34 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/CESS210/36 Engine Compartment Flexible Hoses – Inspection and Replacement

Applicability: Model 210D aircraft, S/N 21058221 through to 21058510
 Model 210E aircraft, S/N 21058511 through to 21058715
 Model T210Faircraft, S/N T210-0001 through to T210-0197
 Model 210F aircraft, S/N 21058716 through to 21058818
 Model T210G aircraft, S/N T210-0198 through to T210-0307
 Model 210G aircraft, S/N 21058819 through to 21058936
 Model T210H aircraft, S/N T210-0307 through to T210-0392
 Model 210H aircraft, S/N 21058937 through to 21059062

Note 1: Affected aircraft are fitted with Aeroquip 601 series or Stratoflex 156 series hose assemblies with Cessna P/N S1236-x-xxxx. These hose assemblies have a steel braided exterior.

Requirement: To prevent flammable fluid leaks from the flexible hose assemblies in the engine compartment, accomplish a visual inspection of the engine compartment flexible hoses as follows:

For fuel Lines:

Pressurize the fuel lines with the boost pump operating in high position and the mixture control in the idle cutoff position. With the fuel lines pressurized, inspect all flexible hoses for signs of fuel stains, wetness and leaks. Allow sufficient time for excess fuel to drain overboard from the engine manifold before attempting an engine start.

For Oil Lines:

Inspect all the oil lines for indications of wetness or leaks.

If any defects or leaks are found in any fuel or oil lines, replace defective hoses and accomplish all corrective actions before further flight.

Note 2: Cessna Service Letter SE71-7, Supplement No. 1 dated 3 November and later approved revision pertains to the subject of this AD.

Note 3: The repetitive inspections required by this AD may be terminated when all affected hose assemblies are replaced with assemblies which have a Cessna metal tag with a date. TSO-C53a Type C approved hose assemblies are acceptable replacement parts. Refer to the manufacturer approved ICA's for the continued airworthiness requirements of engine compartment fuel and oil hoses.

(FAA AD 71-24-04 refers)

Compliance: Within the next 100 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 29 July 2010

DCA/CESS210/37 Main Landing Gear Saddles – Inspection and Replacement

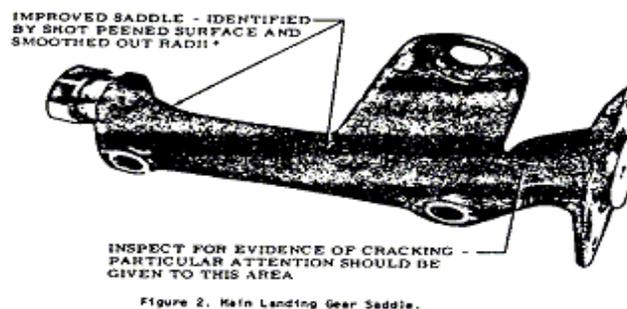
Applicability: Model 210 through to model 210J aircraft, S/N 57001 through 57575, 21057576 through to 21059199
 Model T210F through to model T210J aircraft, S/N T210-0001 through to T210-0454.

Requirement: To prevent possible main landing gear extension failures, accomplish the following:

1. For model 210 and 210A aircraft, S/N 21057001 through to 21057840:

Inspect P/N 1241004-1 and 1241004-2 landing gear saddles for cracks using dye penetrant method in accordance with either procedure 1 or 2 as specified in note 4 and 5 of this AD. Pay particular attention to the critical areas shown in Figure 1 of this AD.

If any cracks are found, replace saddles before further flight.



2. For model 210 and 210A aircraft, S/N 21057001 through to 21057840:

Replace P/N 1241004-1 and 1241004-2 main landing gear saddles with new parts with P/N per Cessna Service Letter SE 75-26 dated 5 December or later approved revisions.

Note 1:

The accomplishment of requirement 2 is a terminating action to the repetitive inspections mandated by requirement 1 of this AD.

3. For models 210B through to 210G aircraft, S/N 21057841 through to 21058936, and model T210F and T210G aircraft, S/N T210-0001 through to T210-0307:

Inspect P/N 1241423-1 and 1241423-2 main landing gear saddles for cracks using dye penetrant method in accordance with either procedure 1 or 2 as specified in note 4 and 5 of this AD. Pay particular attention to the critical areas shown in Figure 2 of this AD.

If any cracks are found, replace saddles before further flight.

4. For models 210B through to 210G aircraft, S/N 21057841 through to 21058936, and model T210F and T210G aircraft, S/N T210-0001 through to T210-0307:

Replace P/N 1241423-1 and 1241423-2 main landing gear saddles with improved saddles of the same P/N per Service Letter SE 75-26.

Note 2: The accomplishment of requirement 4 is a terminating action to the repetitive inspections mandated by requirement 3 of this AD.

5. For aircraft fitted with improved main landing gear saddles per Service Letter SE 75-26 and models 210H and 210J aircraft, S/N 21058937 through to 21059199, and models T210H and T210J aircraft, S/N T210-0308 through to T210-0454:

Inspect the P/N 1241423-1 and 1241423-2 main landing gear saddles for cracks using dye penetrant method in accordance with either procedure 1 or 2 as specified in note 4 and 5 of this AD. Pay particular attention to the critical areas shown in Figure 2 of this AD.

If any cracks are found, replace saddles before further flight.

Note 3: For those aircraft on which the main landing gear saddles have been replaced, the compliance time of this AD is the TIS of the saddles rather than the TIS of the aircraft.

Note 4: Procedure 1 - Place the aircraft on jacks and disconnect the main landing gear doors. Retract the landing gear and perform dye penetrant inspection of the saddle fittings from underneath the aircraft. Refer to applicable Cessna Maintenance Manual instructions for disconnecting main landing gear doors.

Note 5: Procedure 2 - With the aircraft in normal ground attitude, remove the inspection cover in the floorboard area of the aircraft and perform dye penetrant inspection of the saddle fittings from inside the aircraft. Refer to applicable Cessna Maintenance Manual instructions for removal of inspection cover in floorboard area.

Note 6: Installation of main landing gear saddles P/N 1294151-1 and 1294151-2 in lieu of P/N 1241423-1 and 1241423-2 is an equivalent means of compliance with this AD.

(FAA AD 76-14-07R2 refers)

Compliance: 1. For aircraft with 1000 hours or more TTIS:

Within the next 25 hours TIS, and thereafter at intervals not to exceed 25 hours TIS.

For aircraft with less than 1000 hours TTIS:

Before accumulation of 1025 hours TTIS, and thereafter at intervals not to exceed 25 hours TIS.

2. Within the next 100 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 1000 hours TIS.

3. For aircraft with 1000 hours or more TTIS:

Within the next 25 hours TIS, and thereafter at intervals not to exceed 25 hours TIS.

For aircraft with less than 1000 hours TTIS:

Before accumulation of 1025 hours TTIS, and thereafter at intervals not to exceed 25 hours TIS.

4. Within the next 100 hours TIS.

5. For aircraft with more than 1200 hours TTIS:

Within the next 100 hours TIS, and thereafter at every annual inspection.

For aircraft with 1200 hours or less TTIS:

Before accumulation of 1300 hours TTIS, and thereafter at every annual inspection.

Effective Date: 29 July 2010

DCA/CESS210/38 Fuel Quantity System – Inspection and Rework

Applicability: Model 210G, 210H and 210J aircraft, S/N 21058819 through to 21059199
 Model 210M and 210N aircraft, S/N 21062274 through to 21063025
 Model T210G, T210H and T210J aircraft, S/N T210-0198 through to T210-0454 and 21058140
 Model T210M and T210N aircraft, S/N 21062274 through to 21063025
 Model P210N aircraft, S/N P21000001 through to P21000141.

Requirement: To prevent possible binding of fuel quantity transmitter float arms which could result in a false fuel quantity indication, accomplish the following:

1. For model 210M, 210N, T210M and T210N aircraft, S/N 21062761 through to 21063025 and model P210N aircraft, S/N P21000063 through to P21000141:

Completely fill the left and right fuel tanks and drain the tanks with the engine inoperative and the aircraft stationary in the level ground attitude. Observe the fuel quantity gauge during draining and once all the fuel is drained determine if the respective fuel quantity gauge indicates empty. Remove any Cessna P/N C668002-0101 or -0102 fuel quantity transmitter which indicates an erroneous fuel quantity reading and inspect for binding of the float arm. If a binding float arm is found replace with an airworthy part before further flight. After replacement, inspect for fuel leaks and determine correct operation of the fuel gauging system.

2. For models 210G, 210H, 210J and 210M aircraft, S/N 21058819 through to 21059199 and 21062274 through to 21062760, model T210G, T210H, T210J and T210M aircraft, S/N T210-0198 through to T210-0454, 21058140 and 21062274 through to 21062760 and model P210N aircraft, S/N P21000001 through to P21000062:

Review the aircraft maintenance records and determine if a fuel quantity transmitter has been replaced since 7 June 1978. If a fuel quantity transmitter has not been replaced since 7 June 1978 make an entry in the aircraft maintenance records indicating that this AD has been accomplished and the aircraft can be returned to service. And if a fuel quantity transmitter has been replaced since 7 June 1978, comply with requirement 1 of this AD.

Note 1: The review the aircraft maintenance records may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 2: Cessna Service Letter SE 78-69, dated 15 November 1978 or later approved revisions pertains to the subject of this AD.

(FAA AD 78-26-12 refers)

Compliance: 1. Before further flight unless previously accomplished.
 2. Before further flight unless previously accomplished.

Effective Date: 29 July 2010

DCA/CESS210/39 Throttle and Mixture Controls – Inspection and Modification

Applicability: Model 210B, 210C, 210D, 210E, 210F, 210G, 210H and 210J aircraft, S/N 21057841 through to 21059199

Model T210F, T210G, T210H and T210J aircraft, S/N T210-O001 through to T210-0454).

Requirement: To reduce the possibility of engine control failure and loss of engine power control, accomplish the following:

Accomplish a visual inspection of the ends of the engine throttle and mixture control cables to determine if the sleeve and bushing are secured by a drive screw. If so, inspect, modify and/or replace engine throttle and mixture controls per the instructions in Cessna Single-Engine Service Letter SE69-16 dated 22 July 1969 or later approved revisions.

(FAA AD 85-03-01 refers)

Compliance: Within the next 100 hours TIS unless previously accomplished.

Effective Date: 29 July 2010

DCA/CESS210/40 Engine Controls – Inspection and Rework

Applicability: Model 210C through to 210M and model T210K through to T210M aircraft, S/N 21058086 through to 21062954, and

Model T210F through to T210J aircraft, S/N T210-0001 through T210-0454, and

Model P210N aircraft, S/N P21000001 through to P21000150,

Manufactured up to model year 1978 and fitted with ball type rod ends on the engine controls.

Requirement: To prevent loss of engine power due to possible loss of attachment of the engine controls, accomplish the following:

Modify the engine controls installation by installing a drilled steel bolt, AN310 type castellated nut and a steel cotter pin per the instructions in Cessna Single-Engine Customer Care Service Information Letter SE79-6 or later approved revisions.

(FAA AD 86-24-07 refers)

Compliance: Within the next 100 hours TIS unless previously accomplished.

Effective Date: 29 July 2010

DCA/CESS210/41 Seat Adjustment Mechanism – Inspection and Replacement

Applicability: Model 210, 210-5 (205), 210-5A (205A), 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, 210R, P210N, P210R, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N and T210R aircraft, all S/N.

Note 1: This AD supersedes DCA/CESS210/20A 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/CESS210/20A (FAA AD 87-20-03 R2 refers) or by 30 June 2012 whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS or every 12 months whichever occurs sooner.

Effective Date: 30 June 2011

DCA/CESS210/42 Main Spars – Inspection and Replacement

Applicability: Model 210 series, P210 series and T210 series aircraft listed in the applicability section of FAA AD 2012-10-04.

Note 1: This AD requires an inspection of the wing main spar lower caps for cracks. If any cracks are found then affected parts must be replaced or an approved modification must be embodied.

Requirement: To prevent failure of the wing main spar lower caps due to possible cracks, accomplish the inspections and corrective actions specified in FAA AD 2012-10-04.

Note 2: A copy of FAA AD 2012-10-04 can be obtained from the FAA AD website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet

(FAA AD 2012-10-04 refers)

Compliance: At the compliance times specified in FAA AD 2012-10-04.

Effective Date: 5 June 2012

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.

* DCA/CESS210/43B 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