
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Cessna 180, 182 and Wren 460 Series Aeroplanes

AD/CESSNA 180/94

**Alternate Static Air Source
Selector Valve Placard**

**3/2009
TX**

Applicability: Aeroplane models listed in Table 1 of this AD, that:

1. Were initially delivered from the manufacturer between 1 January 1993, and 31 March 2008, unless the modification/rework required in AD/CESSNA 180/93 has been done and the aeroplane remains in compliance with that AD; or
2. Have a alternate static air selector valve part number (P/N) 2013142-18 installed as a replacement part anytime after 1 January 1993, unless the modification/rework required in AD/CESSNA 180/93 has been done and the aeroplane remains in compliance with that AD.

Table 1 - Aeroplanes that Could Have the Affected Part Installed

180	180K	182H	182S
180A	182	182J	182T
180B	182A	182K	F182P
180C	182B	182L	F182Q
180D	182C	182M	FR182
180E	182D	182N	R182
180F	182E	182P	T182
180G	182F	182Q	T182T
180H	182G	182R	TR182
180J			

Note 1: The affected part was shipped from Cessna Parts Distribution (CPD) between 1 January 1993 and 31 March 2008.

Cessna 180, 182 and Wren 460 Series Aeroplanes

AD/CESSNA 180/94 (continued)

Note 2: P/N 2013142-18 replaced P/Ns 2013142-9, -13, and -17.

- Requirement:
1. For all affected aeroplanes that are not equipped for flight under instrument flight rules (IFR) - Inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port.
 2. For all affected aeroplanes that are equipped for flight under IFR:
 - a. Inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port; or
 - b. Fabricate a placard that incorporates the following words (using at least 1/8-inch letters) and install this placard on the instrument panel within the pilot's clear view:

"IFR OPERATION IS PROHIBITED" and "USE OF THE ALTERNATE STATIC AIR SOURCE IS PROHIBITED."
 3. For all affected aeroplanes that are equipped for flight under IFR - If placards were installed in accordance with Requirement 2b of this AD, inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port.

After doing the inspection, remove the placards installed in accordance with Requirement 2b of this AD before further flight.

4. For all affected aeroplanes - If the alternate static air source selector valve port is found obstructed by the part number identification placard during the inspection detailed in Requirements 1, 2a, and 3 of this AD, remove the placard from the valve body, discard the placard, and assure that the port is open and unobstructed.
5. For all affected aeroplanes - When a replacement valve is needed, only install a P/N 2013142-18 alternate static air source selector valve that has been inspected and the port is found free from obstruction.

The procedures required to accomplish this AD are detailed in Cessna Single Engine Service Bulletin SB08-34-02, Revision 1, dated 6 October 2008; Cessna Caravan Service Bulletin CAB08-04, Revision 1, dated 6 October 2008; Cessna Single Engine Service Bulletin SEB08-5, dated 13 October 2008; or Cessna Multi-engine Service Bulletin MEB08-6, dated 13 October 2008, as applicable.

Note 3: FAA AD 2008-26-10 Amdt 39-15776 dated 15 December 2008 refers.

- Compliance: For Requirement 1 - Within the next 100 hours time-in-service (TIS) after the effective date of this AD or within the next 4 months after the effective date of this AD, whichever occurs first.

Cessna 180, 182 and Wren 460 Series Aeroplanes

AD/CESSNA 180/94 (continued)

For Requirement 2a - Within the next 10 days after the effective date of this AD.

For Requirement 2b - Before further flight after the effective date of this AD.

For Requirement 3 - Within the next 100 hours TIS after the effective date of this AD or within the next 4 months after the effective date of this AD whichever occurs first.

For Requirement 4 - Before further flight after the inspection required in Requirements 1, 2a, and 3 of this AD.

For Requirement 5 - As of 10 days after the effective date of this AD.

This Airworthiness Directive becomes effective on 16 January 2009.

Background: Reports of improper installation of the part number (P/N) identification placard on P/N 2013142-18 alternate static air source selector valves prompted the issue of AD/CESSNA 180/93 in response to the United States Federal Aviation Administration (FAA) issuing AD 2008-10-02.

Since then the FAA has received reports of 15 aeroplanes not previously affected by AD 2008-10-02 with a P/N 2013142-18 installed and the alternate static air source selector valve port was found obstructed by the P/N identification placard.

The Civil Aviation Safety Authority (CASA) has no way of determining which aeroplanes have the remaining problem alternate static air source selector valve assemblies installed without having all of the affected aeroplanes and spares stock inspected.

The FAA has been informed that all P/N 2013142-18 alternate static air source selector valves shipped from Cessna Parts Distribution between 1 January 1993, and 31 March 2008, may have port obstruction caused by the P/N identification placard.

This condition, if not corrected, could result in the altimeter, airspeed, and vertical speed indicators displaying erroneous indications. This could cause the pilot to react to incorrect flight information and possibly result in loss of control.



James Coyne
Delegate of the Civil Aviation Safety Authority

8 January 2009