
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 170, 172, F172, FR172 and 175 Series Aeroplanes

AD/CESSNA 170/83**Alternate Static Air Source Valve****7/2008****TX**

Applicability: Aeroplanes models listed in Table 1 and Table 2 that have an alternate static air source selector valve, part number (P/N) 2013142-18, installed after 19 November 2007.

Note 1: Aircraft listed in Table 1 had an alternate static air source selector valve, P/N 2013142-18, installed during manufacture but may have also had the affected part installed as a replacement part.

Table 1 - Applicability for Aeroplanes that Had the Affected Part Installed at Manufacture

Model	Serial Numbers
172S	172S10672 through 172S10674, 172S10676, 172S10678 through 172S10680, 172S10682, 172S10683 and 172S10685

Table 2 - Applicability for Aeroplanes that Could Have Had the Affected Part Installed as a Replacement Part or From Parts Held as Spares

Model	Serial Numbers (S/N)
172	All S/Ns
172R	All S/Ns beginning with 17280001
172S	172S8001 through 172S10671
F172D	All S/Ns
F172E	All S/Ns
F172F	All S/Ns
F172G	All S/Ns
F172H	All S/Ns
F172K	All S/Ns
F172L	All S/Ns
F172M	All S/Ns
F172N	All S/Ns
F172P	All S/Ns
FR172E	All S/Ns
FR172F	All S/Ns

Cessna 170, 172, F172, FR172 and 175 Series Aeroplanes

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FR172G	All S/Ns
FR172H	All S/Ns
FR172J	All S/Ns
FR172K	All S/Ns
P172D	All S/Ns
R172E (USAF T-41B) (USAF T-41C and D)	All S/Ns
R172F (USAF T-41)	All S/Ns
R172G (USAF T-41C or D)	All S/Ns
R172H (USAF T-41D)	All S/Ns
R172J	All S/Ns
R172K	All S/Ns
172RG	All S/Ns

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

- Requirement:
1. **For aeroplanes listed in Table 1** - Inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port as follows:
 - a. Adjust the pilot and copilot seats as far aft as possible.
 - b. Use a flashlight and mirror to inspect the alternate static air source selector valve to assure the port on the forward end of the valve is clearly visible and not covered by the part number identification placard.
 2. **For aeroplanes listed in Table 2** - Either:
 - a. Inspect the alternate static air source selector valve in accordance with Requirement 1, or
 - b. Inspect the aeroplane's maintenance records to determine if the alternate static air source selector valve has been replaced since 19 November 2007 with P/N 2013142-18, if the valve has not been replaced no further action is necessary.

Note 3: The Requirement 2.b. inspection and determination may be accomplished and certified for by the aeroplane operator, provided that they hold at least a private pilot's licence.

3. If the Requirement 2.b. determination indicates that a P/N 2013142-18 alternate static air source selector valve has been installed inspect the valve in accordance with Requirement 1.

Cessna 170, 172, F172, FR172 and 175 Series Aeroplanes

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4. If, during any requirement 1 inspection, the alternate static air source selector valve port is found obstructed by the part number identification placard, remove the placard from the valve body, discard the placard and assure that the port is open and unobstructed.
5. Static air source selector valves P/N 2013142-18 installed as modification or replacement parts on or after the effective date of this Directive must be inspected in accordance with Requirement 1 prior to installation.

Note 4: FAA AD 2008-10-02 Amdt 39-15508, which becomes effective on 12 May 2008, refers.

Compliance: For Requirements 1, 2 and 3 - Before further flight after the effective date of this Directive.

For Requirement 4 - Before further flight after the Requirement 1 inspection.

For Requirement 5 - As of the effective date of this Directive.

This Airworthiness Directive becomes effective on 13 May 2008.

Background: The United States Federal Aviation Administration (FAA) has received reports of improper installation of the part number identification placard on alternate static air source selector valves of certain Cessna 172, 175, 180, 182, 185, 206, 207, 208, 210 and 303 series aeroplanes. The part number identification placard refers to alternative air source selector valves, part number 2013142-18 that were manufactured between 20 November 2007 and 18 February 2008. The part number identification placard was installed on the valve body in a location that covers the port, which is the inlet for static air reference into the valve. The problem was discovered during a quality control check.

The FAA has advised that all parts held in stock at Cessna have been corrected and that Cessna has no way of verifying how many of these assemblies were manufactured and sent to the field with the part number identification placard installed over the alternate static air source selector valve port. 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.

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.

Cessna 170, 172, F172, FR172 and 175 Series Aeroplanes

AD/CESSNA 170/83 (continued)

CASA has varied the inspection requirements to allow the aeroplane operator to determine if a P/N 2013142-18 selector valve has been installed since 19 November 2007. Aeroplanes that may have had the selector valve installed during manufacture will still have to be inspected.



James Coyne
Delegate of the Civil Aviation Safety Authority

6 May 2008