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 170/85 — 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 170/83 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 170/83 has been done and the aeroplane remains in compliance with that AD.

Table 1 - Aeroplanes that Could Have the Affected Part Installed

172	172M	F172K	R172E (USAF T-41B) (USAF T-41C and D)
172A	172N	F172L	R172F (USAF T-41)
172B	172P	F172M	R172G (USAF T-41C or D)
172C	172Q	F172N	R172H (USAF T-41D)
172D	172R	F172P	R172J
172E	172S	FR172E	R172K
172F (USAF T-41A)	172RG	FR172F	175
172G	F172D	FR172G	175A
172H (USAF T-41A)	F172E	FR172H	175B
172I	F172F	FR172J	175C
172K	F172G	FR172K	
172L	F172H	P172D	

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

AD/CESSNA 170/85 (continued)

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

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.

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

AD/CESSNA 170/85 (continued)

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.

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 170/83 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