Cessna 177 Series Aeroplanes

AD/CESSNA 177/1 Wing Flap System 3/81

CANCELLED.
Cessna 177 Series Aeroplanes

AD/CESSNA 177/2 Flap Extension NK
Amdt 1

CANCELLED.

Background: Superseded by AD/CESSNA 177/3.
AD/CESSNA 177/3  Stabilator Slot 6/68

Applicability: Model 177 with S/Nos. 17700001 to 17701160.

Requirement: Action in accordance with Cessna SL SE68-14 Operation 23 dated 22 April 1968.

Compliance: Before 27 June 1968.
<table>
<thead>
<tr>
<th>AD/CESSNA 177/4</th>
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<th>3/81</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CANCELLED.</td>
<td></td>
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</tbody>
</table>
AD/CESSNA 177/5 Pneumatic Stall Warning System 7/83
Amdt 2

Applicability: All models with pneumatic stall warning systems not incorporating horn reed assembly P/N 0413483-2, P/N 0713348-1 or subsequent and protective screens over the horn bell and stall warning system opening on the left wing.

Requirement: 1. Check the pneumatic stall warning system for correct operation by applying a slight suction with the mouth at the stall warning opening in the left wing. A properly functioning horn will provide a sound that is clearly audible. It may be advisable to first cover the opening with a clean piece of cloth. Cessna 100 Series Service Manual 1963 to 1967 Section 16 refers.

Note: This check may be performed and certified by the pilot.

2. Install the following placard in full view of the pilot:

   “PRE-FLIGHT TEST THE PNEUMATIC STALL WARNING SYSTEM”.

3. The requirements of paragraphs 1 and 2 may be removed by incorporation of the following modifications. Replace the stall warning reed assembly P/N 0413028-1 with reed assembly P/N 0413483-2, P/N 0713348-1 or subsequent and install an 18 x 14 or 18 x 16 mesh screen over the exposed horn bell inside the cabin and over the left wing opening. Flight test the aircraft to assure the stall warning horn sounds at 5 to 10 knots above the stalling speed.

Compliance: For para. 1 - Before each flight.

   For para. 2 - Within 25 hours time in service after 5 September 1968.

Background: This amendment reflects latest Cessna Part Number change. This Directive is reissued to correct a typographical error.
Cessna 177 Series Aeroplanes

**AD/CESSNA 177/6**  
**Oil Pressure Gauge Line**  
3/81

CANCELLED.
<table>
<thead>
<tr>
<th>AD/CESSNA 177/7</th>
<th>Fuel Shut-Off Valve</th>
<th>8/74</th>
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<tbody>
<tr>
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<td>CANCELLED.</td>
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</tbody>
</table>
AIRWORTHINESS DIRECTIVE

Cessna 177 Series Aeroplanes

AD/CESSNA 177/8  Control Systems  2/2008

Requirement:  CANCELLED.

This AD is cancelled on 14 February 2008.

Background:  This is a unique Australian AD issued in 1970 requiring a once off replacement of a number of NAS 679 lock nuts installed on Cessna aircraft between April and November in 1969. These nuts were suspected to have a manufacturing flaw. As all nuts would have now been replaced, the unsafe condition no longer exists.

Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

20 December 2007
Cessna 177 Series Aeroplanes

**AD/CESSNA 177/9  Fuel Quantity Transmitter  4/70**

**Applicability:** Models 177 and 177A with S/Nos. 17700001 through 17701160, 17701165 through 17701168, 17701171, 17701174 through 17701178 and 17701180.

**Requirement:** Action in accordance with Cessna SL No. SE69-25.

*Note: FAA AD 70-1-2 refers.*

**Compliance:** Within 100 hours time in service after 29 April 1971.
Cessna 177 Series Aeroplanes

<table>
<thead>
<tr>
<th>AD/CESSNA 177/10</th>
<th>Flap Actuator</th>
<th>5/79</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>CANCELLED.</td>
<td></td>
</tr>
</tbody>
</table>
Stabilator Attachment Angles

AD/CESSNA 177/11 Amdt 1

Applicability: Model 177 with S/Nos. 17700001 to 17701164 and Model 177A with S/Nos. 17701165 to 17701370 not fitted with Cessna Kit No. SK 177-11 (Ref. Cessna SB SE70-32).

Requirement:
1. Remove the fuselage tail stinger and inspect the stabilator attachment angles P/No. 1712108 for cracking using a dye- penetrant method.

2. Modify the stabilator attachments by fitting Cessna Kit No. SK 177-11.

Compliance:
For para. 1 - Within 50 hours time in service after 29 January 1971 and thereafter at intervals not exceeding 50 hours time in service.

For para. 2 - Within 100 hours time in service after 28 April 1972.
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/CESSNA 177/12 Amdt 1.

Cessna 177 Series Aeroplanes

AD/CESSNA 177/12  Upper Door Pillar  8/2008
Amdt 1

Requirement: CANCELLED.

This AD is cancelled on 31 July 2008.

Background: This unique Australian AD, issued in 1971, required inspection of the front door pillar and if cracks were found installation of reinforcing brackets was required in accordance with Cessna Service Letter SE 72-71 or Rex Aviation Drawing RA-C-1258. The Cessna Service Letter indicated that small cracks of a non critical nature in the inner channel were detected in accordance with the Service Manual. Installation of the reinforcing brackets is terminating action of the AD.

The AD compliance was within 100 hours time in service after 28 January 1972 and then every 100 hours until reinforcing brackets were installed.

Search of the SDR system revealed no defects have been detected since 1982 which indicates all aircraft have installed the reinforcing brackets and therefore the AD is no longer required.

David Villiers
Delegate of the Civil Aviation Safety Authority

18 June 2008
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/CESSNA 177/13.

Cessna 177 Series Aeroplanes

AD/CESSNA 177/13 Front Seat Restraint Installations 1/2008

Requirement: CANCELLED.

This AD is cancelled on 17 January 2008.

Background: This AD was issued in 1971 to require the installation of upper torso restraint on aircraft certified prior to 1967. This AD has been replaced by AD/GENERAL/74 Amendment 1.

David Villiers
Delegate of the Civil Aviation Safety Authority

26 November 2007
<table>
<thead>
<tr>
<th>AD/CESSNA 177/14</th>
<th>Stabilator Spar</th>
<th>NK</th>
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<tr>
<td></td>
<td>CANCELLED.</td>
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</tbody>
</table>
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/CESSNA 177/15.

Cessna 177 Series Aeroplanes

AD/CESSNA 177/15  Vertical Fin Forward  Attachment Bulkhead  10/2008

Requirement:  CANCELLED.

This AD is cancelled on 25 September 2008.

Background:  This unique Australian AD, raised in 1974 against Cessna Service Letter (SL) No. SE73-40, required an inspection for possible cracking of the vertical fin forward attachment bulkhead. If cracks were found it was necessary to replace the bulkhead assembly with one of an improved design.

Compliance was within 100 hours TIS after 28 February 1974 and thereafter at intervals not exceeding 100 hours TIS until replaced with the improved bulkhead. As all affected aircraft would have been inspected and modified by now, this AD is no longer required.

David Villiers
Delegate of the Civil Aviation Safety Authority

12 August 2008
AD/CESSNA 177/16

Oil Pressure Gauge Line

Applicability: Model 177 with S/Nos. 17700001 to 17701160.

Requirement:
1. Inspect the oil pressure gauge line along the entire length from firewall to instrument panel, paying particular attention to the following areas:
   (a) in the vicinity of the flap control switch;
   (b) adjacent to the blast cooling nozzle of those aircraft fitted with radio cooling equipment.
2. Adjust the line as required to prevent chafing.

Compliance: Within 100 hours time in service after 29 March 1974.
Airworthiness Directive AD/CESSNA 177/17

Cessna 177 Series Aeroplanes

AD/CESSNA 177/17  Stabilator  8/2008

Requirement:  CANCELLED.

This AD is cancelled on 31 July 2008.

Background:  This unique Australian AD, issued in 1974, required on certain serial numbered aircraft, a one-off inspection of the stabilator balance in accordance with Cessna Service Letter SE 74-22. The AD compliance was within a 100 hours time in service after 31 December 1974. As all aircraft would have been inspected by now, the AD is no longer required.

David Villiers
Delegate of the Civil Aviation Safety Authority

18 June 2008
On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/CESSNA 177/18.

Cessna 177 Series Aeroplanes

AD/CESSNA 177/18  Throttle Control Support  Bracket Attachment  8/2008

Requirement: CANCELLED.

This AD is cancelled on 31 July 2008.

Background: This unique Australian AD, issued in 1975, required replacement of the throttle control support bracket bolts with longer bolts in accordance with Cessna Service Letter SE 74-29. The AD compliance was within 100 hours time in service after 31 March 1975. As all affected aircraft would have installed the longer bolts by now, this AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

13 June 2008
AD/CESSNA 177/19  Air Filter Seal  5/75

Applicability: All models listed in SL SE75-3.

Requirement: Action in accordance with Cessna SL SE75-3.

Note: FAA AD 75-07-02 refers.

Compliance: Within 100 hours time in service after 30 May 1975.
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/CESSNA 177/20.

Cessna 177 Series Aeroplanes

AD/CESSNA 177/20  Landing Gear Hydraulic Line  8/2008

Requirement:  CANCELLED.

This AD is cancelled on 31 July 2008.

Background:  This unique Australian AD, issued in 1975, required modification to the main landing gear hydraulic line in accordance with Cessna Service Letter SE 75-14 to ensure adequate clearance between the line and the main landing gear sector.  The AD compliance was within a 100 hours time in service after 30 May 1975.  As all aircraft would have been modified by now, this AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

13 June 2008
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/CESSNA 177/21.

Cessna 177 Series Aeroplanes

AD/CESSNA 177/21  Nose Landing Gear Upper Support Locknut  8/2008

Requirement: CANCELLED.

This AD is cancelled on 31 July 2008.

Background: This unique Australian AD, issued in 1976, required replacement of the nose gear upper support attach bolts with new bolts and lock nuts in accordance with Cessna Service Letter SE 76-1. The AD compliance was within 100 hours time in service after 31 May 1976. As all affected aircraft would have replaced the bolts and lock nuts by now, this AD is no longer required.

David Villiers  
Delegate of the Civil Aviation Safety Authority

18 June 2008
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/CESSNA 177/22.

Cessna 177 Series Aeroplanes

AD/CESSNA 177/22  Nose Landing Gear Rod End  8/2008

Requirement:  CANCELLED.

This AD is cancelled on 31 July 2008.

Background:  This unique Australian AD, issued in 1976, required replacement of the rod ends from the nose gear actuator rod in accordance with Cessna Service Letter SE 76-7. The AD compliance was within 100 hours time in service after 31 May 1976. As all affected aircraft would have replaced the rod ends by now, this AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

13 June 2008
Cessna 177 Series Aeroplanes

<table>
<thead>
<tr>
<th>AD/CESSNA 177/23</th>
<th>Stabilator Trim Actuator Attach Bolt</th>
<th>9/76</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicability:</td>
<td>All models 177 and 177RG with S/Nos. 17702255 to 02494, and 177RG0700 to 0937.</td>
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<tr>
<td>Requirement:</td>
<td>Action in accordance with Cessna SL SE76-14.</td>
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<tr>
<td></td>
<td><em>Note: FAA AD 76-14-08 AMDT. 39-2671 refers.</em></td>
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<tr>
<td>Compliance:</td>
<td>Within 25 hours time in service after 18 August 1976.</td>
<td></td>
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</tbody>
</table>
Cessna 177 Series Aeroplanes

AD/CESSNA 177/24  Fuel Quantity Transmitter  3/79

Applicability: All models 177 and 177RG with S/Nos. 17700001 thru 17702672, 177RG001 thru 177RG1266 and F177RG0001 thru F177RG0177.

Requirement: Action in accordance with Cessna SL SE78-69.

Compliance: Within 100 hours time in service after 28 February 1979.
AD/CESSNA 177/25  Cigar Lighter Wiring  6/79

Applicability:  Models 177 and 177RG with S/Nos. 1770001 to 17702314 and 177RG0001 to 177RG0788.

Requirement:  Disconnect the wire, at the ammeter or at the electrical system bus as applicable, that connects the bus to the cigar lighter receptacle. (The wire is connected to either the bus side or equipment side of a circuit breaker or to the ammeter). Following the disconnection of this wire either:

1. Reconnect the wire to the electrical bus by using an existing or newly installed circuit protection device that is properly rated to protect the wire gauge used for this circuit; or

2. Disconnect the wire from the lighter receptacle at the opposite end and remove it from the airplane; or

3. Protect the wire by insulating its disconnected end, fold this wire end back against the wire bundle in which it is routed and secure it to that bundle.

Note 1:  For those installations reconnected in accordance with paragraph 1 the proper rated circuit protection device to be used may be determined by consulting ANO 108.32 Appendix Table 6.

Note 2:  An inline fuse is an acceptable means of compliance.

Note 3:  FAA AD 79-08-03 Refers.

Compliance:  Within 100 hours time in service after 30 June 1979.

Background:  Incidents of wiring shorting and fires in the wiring bundles have occurred overseas. Circuit protection is required to prevent further incidents.
Cessna 177 Series Aeroplanes

AD/CESSNA 177/26 Vented Fuel Caps 8/80
Amdt 1

Applicability: Model 177 with S/Nos. 661, 17700001 to 17701471 and 17701473 to 17701597.

Requirement: Install vented fuel cap(s) in accordance with Cessna SL No. SE77-6.

*Note 1:* FAA AD 79-10-14, Amendment 39-3475 refers.

*Note 2:* Installation of a placard is not an acceptable alternative to installation of vented fuel caps.

Compliance: Within 100 hours time in service after 31 August 1979 or before 1 January 1980 whichever is the later.

Background: To guard against the possibility of either an obstructed primary vent or sticking of the fuel tank vent valve it has been found necessary to provide secondary venting in the form of vented fuel caps. Due to some misinterpretation of this Directive a NOTE has now been added to disallow the fitting of a placard.
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/CESSNA 177/27.

Cessna 177 Series Aeroplanes

AD/CESSNA 177/27  Flying Control System Turnbuckles  2/2008

Requirement:  CANCELLED.

This AD is cancelled on 14 February 2008.

Background:  This is a unique Australian AD, issued in 1980, applicable to aircraft produced from 1977 to 1979. This AD required a one time visual inspection for small longitudinal cracks in AN155 brass turnbuckles used in the control systems of the aircraft. As all aircraft should have now been inspected, the unsafe condition no longer exists and the AD is now obsolete.

David Villiers
Delegate of the Civil Aviation Safety Authority

19 December 2007
Cessna 177 Series Aeroplanes

**AD/CESSNA 177/28  Fuel Cap Alignment Placard  9/80**

**Applicability:** Model 177 with S/Nos. 661, 17700001 to 17702752;
Model 177RG with S/Nos. 177RG0001 to 177RG0177;
Model F177RG with S/Nos. F177RG0001 to F177RG0177.

**Requirement:** Action in accordance with Cessna SIL No. SE 80-59.

**Compliance:** Within 100 hours time in service after 30 September 1980.

**Background:** Correct alignment of flush fitting type fuel caps is essential for efficient operation of the fuel tank secondary vent system.
AD/CESSNA 177/29  Seat Adjustment Mechanism  9/88
Amdt 1

Applicability:       Model       Serial Number
                    177, 177A, 177B, 177RG      All
                    F177RG                    All

Requirement:       Part 1:

a. Measure each hole in the seat track(s) for excessive wear. If the wear dimension across any hole exceeds 10.67mm (0.42") to a maximum depth of 3.81mm (0.15"), replace the seat track prior to further flight.

\[ \text{WEAR DIMENSION} \]
\[ \text{NOMINAL MFG} \]
\[ \text{DIA 7.14 mm (0.281")} \]

\[ \text{CROSS SECTION OF SEAT TRACK SHOWING HOLE WEAR} \]

b. Visually inspect the seat rail holes for dirt and any debris which may preclude engagement of the seat pin(s). Remove any such material prior to further flight.

c. Lift up on the forward edge of each seat to eliminate all vertical play. With the seat in this position, measure the depth of engagement of each seat pin. If the engagement of any pin is less than 3.81mm (0.15") (see Figure 2), replace or repair necessary components to achieve a seat pin engagement of 3.81mm (0.15") or greater prior to further flight.
d. Visually inspect seat rollers for flat spots. Ensure all rollers and washers turn freely on their axle bolts (or bushings if installed) and move freely on the seat rails. Replace rollers having flat spots and any worn washers prior to further flight. If there is any binding between the bores of the rollers, washers, and axle bolts (or bushings if installed), remove, clean, and reinstall these parts prior to further flight.

Note: Do not lubricate rollers, washers, axle bolts or bushings as the lubrication will attract dust and other particles which can cause binding.

e. Measure the wall thickness of the roller housing and the tang (see Figure 2). If the tang thickness has worn to less than 1/2 the housing thickness, replace the roller housing prior to further flight.

f. Check the spring(s) that keep the lock pin(s) in position in the track holes for positive engagement action. Replace any spring which does not provide positive engagement prior to further flight.
g. Visually inspect the seat tracks for cracks in accordance with Cessna SIL SE83-6, dated 11 March 1983. Any limitation imposed as a result of seat track cracking shall be endorsed on the Maintenance Release. Replace any seat rail exceeding the crack criteria as specified in SE83-6 with a serviceable rail prior to further flight.

Part 2:

In accordance with temporary schemes approved by the Secretary, modify seat adjustment mechanisms to permanently limit seat travel to 255mm (10") or to 153mm (6") as applicable, aft of the forward stop.

Note: FAA AD 87-20-03 R1 refers.

Compliance: A. i. For aircraft with less than 1000 hours time in service as at 28 January 1988, prior to attaining 1100 hours time in service; or

ii. For aircraft with more than 1000 hours time in service as at 28 January 1988, at the next inspection for Maintenance Release issue after 28 January 1988; and

iii. Thereafter at each inspection for Maintenance Release issue.


Background: There has been a history of seat adjustment mechanism failure that has resulted in accidents. As there will probably be a high demand for replacement items, Part 2 of the Requirement enables continued flight. Schemes acceptable to the Secretary are available from Regional Offices.
AD/CESNA 177/30 Wing Main Spar Carry-Through Section 10/90
Amdt 1

Applicability: All models.

Requirement: 1. Gain access to the upper and lower surfaces of the wing carry through forging.

2. Inspect the whole wing carry-through forging for any indications of corrosion. Repairs to the wing carry-through forging shall be in accordance with Schemes approved by the Authority.

Compliance: Unless already accomplished in accordance with the initial issue of this Directive:

a. For aircraft over ten years time in service since date of manufacture: forthwith, and

b. For aircraft with less than ten years time in service since date of manufacture: before attaining ten years time in service, and

c. For all aircraft after initial inspection:

i) at periods not exceeding six years time in service, or

ii) where the spar carry-through has been subjected to an approved corrosion protection scheme: at periods not exceeding twelve years.

Background: There have been reports of corrosion in the wing spar carry-through forging on a number of aircraft. In two cases the corrosion was sufficiently advanced to adversely affect the structural integrity of the wing. Amendment 1 reflects the reported results from the initial issue of this Directive. This has enabled a reduction in the initial compliance time and an extension of the repeat inspection period.
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 39.1 (1) of CAR 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 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.

AD/CESSNA 177/31 Fuel Selector Valve 3/2000 TX

Applicability: Model 177 series aeroplanes as,

(a) listed below by serial number; and

(b) equipped with Fuel Selector Valve Cam part number 0513123, or Fuel Selector Valve part number 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200 that Cessna shipped from 6 December 1998 through 10 May 1999.

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
<th>Model</th>
<th>Serial Numbers</th>
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</thead>
<tbody>
<tr>
<td>177</td>
<td>661, 17700001, 17700003</td>
<td>177A</td>
<td>17701165 through 17701370</td>
</tr>
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<td></td>
<td>through 17701164</td>
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<tr>
<td>177B</td>
<td>17700002, 17701371</td>
<td></td>
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<td></td>
<td>through 17702752</td>
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*Note 1: The assessment of applicability may be made by the Certificate of Registration Holder by a review of maintenance records.*

Requirement: (a) Replace any installed Fuel Selector Valve Cam part number 0513123, or Fuel Selector Valve part number 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200, that Cessna shipped from 6 December 1998 through 10 May 1999, in accordance with Cessna Service Bulletin SEB99-7 dated June 7, 1999.

(b) A fuel selector valve cam or fuel selector valve, as identified in paragraph (a) of the Requirement, must not be installed as a replacement part on any aeroplane applicable to this AD, after the effective date of this AD.

*Note 2: FAA AD 99-27-02 refers.*
Compliance: Within the next 10 hours time in service after the effective date of this AD.

This Airworthiness Directive becomes effective on 27 January 2000.

Background: The affected fuel selector valve cams or fuel selector valves, when installed, could result in an inadequate supply of fuel to the engine. This could then result in an emergency landing or loss of control of the aeroplane.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

24 January 2000

The above AD is notified in the Commonwealth of Australia Gazette on 27 January 2000.
For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 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.

**AD/CESSNA 177/32**

**Fuel Strainer**

**7/2000**

**Applicability:** Models 177, 177A, 177B, 177RG and F177RG series aircraft.

**Requirement:**

1. Inspect aircraft fuel strainer assembly. If P/N 0756005-2 top assembly, P/N 0756005-8 or 0756005-9 fuel strainer assembly were shipped from Cessna between December 12, 1996 and September 5, 1997, and fitted to the aircraft, measure the standby pipe in the fuel strainer assembly for a visible maximum length not exceeding 1.68 inches, in accordance with the Accomplishment Instructions of Cessna Single Engine Service Bulletin SEB97-9 dated November 17, 1997.

The holder of a pilot licence, other than a student pilot, valid for the aircraft type, may review the aircraft records to determine if parts listed in this Directive have been fitted to the aircraft. If this review concludes that parts listed in this Directive have not been fitted then a certification stating that “This Directive does not apply as no parts listed in the Cessna SEB97-9 have been fitted to this aircraft.” may be entered in the aircraft records.

2. Replace the filter strainer top assembly if the standpipe tube exceeds the specified measurement.

*Note: FAA AD 2000-06-01 Amendment 39-11641 refers.*

**Compliance:**

1. Unless previously accomplished, within 12 calendar months time in service from the effective date of this Directive.

2. Prior to further flight.

This Airworthiness Directive becomes effective on 13 July 2000.
Background: This Directive applies to aircraft that have been fitted with Cessna P/N 0756005-2 top assembly, Cessna P/N 0756005-8 fuel strainer assembly or Cessna P/N 0756005-9 fuel strainer assembly shipped from Cessna between December 12, 1996 and September 5, 1997. Reports indicate that fuel strainer assemblies may have been manufactured with the fuel standpipes incorrectly installed in the assembly housing top which could allow foreign material to enter the engine fuel system resulting in loss of engine power or complete engine stoppage in flight.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

2 June 2000

The above AD is notified in the Commonwealth of Australia Gazette on 14 June 2000.
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 39.1 (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 177 Series Aeroplanes

AD/CESSNA 177/33 Upper Shoulder Harness Adjuster Spring 13/2004


Requirement:

1. Inspect only the upper shoulder harness adjuster (part number 443030-401) for the presence of a retainer spring, in accordance with SB SEB86-8 Revision 1.

   If a retainer spring is found during the above inspection of the upper shoulder harness adjuster (part number 443030-401), before further flight, remove the spring by cutting each side, and stamp out the -401 identification number; in accordance with SB SEB86-8 Revision 1.

   If a retainer spring is not found during the above inspection of the upper shoulder harness adjuster (part number 443030-401), before further flight, make an entry in the aircraft log book showing compliance with this Directive.

2. Only incorporate Cessna Accessory Kits that have been identified, inspected, and modified in accordance with the Requirement document.


Compliance:

1. Within the next 25 hours time in service or at the next annual inspection after 23 December 2004, whichever occurs first.

2. As of the effective date of this Directive.

Note: Compliance with SB SEB86-8 original issue, dated 21 November 1986, constitutes terminating action for the requirements of this Directive, if shoulder harness adjuster part number 443030-401 was used.

This Airworthiness Directive becomes effective on 23 December 2004.
Background: The manufacturer determined that some of the shoulder harness belt adjusters included in the affected shoulder harness accessory kits may have had a small wire spring inadvertently installed on the belt friction pin. The actions required by this Directive are intended to prevent slippage of the pilot/co-pilot shoulder harness, which could result in failure of the shoulder harness to maintain proper belt length adjustment and tension.

David Villiers  
Delegate of the Civil Aviation Safety Authority  
10 November 2004

The above AD is notified in the Commonwealth of Australia Gazette on 1 December 2004.
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 177 Series Aeroplanes

AD/CESSNA 177/34 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; or

2. Have an alternate static air selector valve part number (P/N) 2013142-18 installed as a replacement part anytime after 1 January 1993.

Table 1 - Aeroplanes that Could Have Had the Affected Part Installed

<table>
<thead>
<tr>
<th>177</th>
<th>177A</th>
<th>177B</th>
<th>177RG</th>
<th>F177RG</th>
</tr>
</thead>
</table>

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.


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 several ADs against various models of Cessna aircraft 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