
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll/utbyte av stolinfastningsdetaljer

GÄLLER: Alla Cessna, som uppräknas i bifogad AD-note 87-20-03 R2

ÅTGÄRD: Utför kontroll och vid behov utbyte av berörda stolinfastningar enligt AD 87-20-03 R2.

TID FÖR ÅTGÄRD: Flygplan med 1000 h eller mer:

Senast vid nästkommande 100-timmarstillsyn, räknat från detta LVD's utgivningsdatum. Därefter skall kontroll utföras i intervaller om 100 flygtimmar.

UNDERLAG: Bifogad AD 87-20-03 R2, och Cessna SIL SE 83-6.

REFERENS: FAA AD 87-20-03 R2

UTGIVNINGSDATUM: 1990-12-11

LFS: 1990:32

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

AIRWORTHINESS DIRECTIVE REVISION

U.S. Department
of Transportation
**Federal Aviation
Administration**

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety. They are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (FAR 39.3).

87-20-03 R2 CESSNA: Amendment 39-5729, as revised by Amendment 39-5863, is further revised by Amendment 39-6669. Docket No. 86-CE-71-AD.

Applicability: To the following model airplanes, certificated in any category.

Models	Serial Numbers
150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M....	15059019 thru 15079405
A150K, A150L, A150M	A1500001 thru A1500734
152, A152	All
170, 170A, 170B	18000 through 27169
	172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L,
172M, 172N, 172P, 172Q	All
P172D	P17257120 thru P17257188
R172E, R172F, R172G, R172H, R172J	All
R172K	R1722000 thru R1723454
172RG	172RG0001 thru 172RG1191
175, 175A	55001 thru 56777
175B, 175C	17556778 thru 17557119
177, 177A, 177B, 177RG	All
180, 180A	30000 thru 32999
180A, 180B, 180C	50000 thru 50911
	180D, 180E, 180F, 180G, 180H, 180J,
180K	18050912 thru 18053203
182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, T182, R182, TR182	All
185, 185A, 185B, 185C, 185D, 185E, A185E, A185F	All
188, 188A, A188, A188A, 188B, A188B, T188C	All
190, 195, 195A, 195B	7001 thru 7999, and 16000 thru 16183
206, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G	All

P206, P206A, P206B, P206C, P206D,
 TP206A, TP206B, TP206C, TP206DP206-0001 thru P206-0603, &
 P206E, TP206EP20600604 thru P20600647
 207, T207, 207A, T207AAll
 210, 210A, 210B, 210C, 210D, 210E,
 210F, 210G, 210H, 210J, 210K, 210L,
 210M, 210N, P210N, T210F, T210G,
 T210H, T210J, T210K, T210L, T210M,
 T210N, 210R, T210R, P210RAll
 210-5 (205), 210-5A (205A)205-0001 thru 205-0577
 336336-0001 thru 336-0195
 337, 337A, 337B, 337C, 337D, 337E,
 337F, 337G, 337H, T337B, T337C, T337D,
 T337E, T337F, T337G, T337H, P337H,
 T337H-SPAll
 T303All
 F150G, F150H, F150J, F150K, F150L,
 F150M, FA150K, FA150L, FRA150L,
 FRA150MAll
 FA152, F152.....All
 FP172.....FP172-0001 thru FP172-0003
 F172F, F172G, F172H, F172K,
 F172L, F172M, F172N, F172P,
 FR172E, FR172F, FR172G, FR172H,
 FR172J, FR172KAll
 F177RGAll
 F182P, F182QAll
 FR182All
 F337E, F337F, F337G, F337HAll
 FP337All

Compliance: Required as follows, unless already accomplished per
 AD 87-20-03 R1, Amendment 39-5863.

I. For airplanes operating for hire:

(A) For airplanes having less than 1,000 hours time-in-service
 (TIS) on the effective date of this AD, accomplish the AD
 requirements prior to the accumulation of 1,100 hours TIS;

(B) For airplanes having 1,000 or more hours TIS on the
 effective date of this AD, accomplish the AD requirements within
 the next 100 hours TIS;

(C) Following the actions of (A) or (B) above, repeat the
 inspection requirements of this AD at each 100 hours TIS. These
 inspections can be accomplished at the next scheduled inspection
 or the next 100 hours, whichever is later.

II. For airplanes operating under FAR Part 91 (not for hire):

(A) For airplanes having less than 1,000 hours TIS on the
 effective date of this AD, accomplish the AD requirements at the
 next annual inspection after the accumulation of 1,000 hours TIS;

(B) For airplanes having 1,000 or more hours TIS on the
 effective date of this AD, accomplish the AD requirements at the
 next annual inspection;

(C) Following the actions of (A) or (B) above, repeat the AD requirements at each annual inspection thereafter. To assure proper engagement of the seat locking mechanism and to preclude inadvertent seat slippage, accomplish the following on each pilot and copilot seat and all associated seat rails:

NOTE 1: Paragraph (a) of this AD is essentially unchanged from AD 87-20-03 R1, Amendment 39-5863 and is reprinted here for the convenience of the reader.

(a) In accordance with the appropriate compliance time requirement above, accomplish the following:

(1) Measure each hole in the seat track(s) for excessive wear. When checking these holes for wear, an allowance of 0.020 inches below the edge of the normal surface is permitted for the required measurement.

(i) If the wear dimension across any hole exceeds 0.36 inches but does not exceed 0.42 inches (see Figure 1), continue to measure each hole every 100 hours TIS for excessive wear.

(ii) If the wear dimension across any hole exceeds 0.42 inches, prior to further flight, replace the seat track.

(2) Visually inspect the seat rail holes for dirt and any debris, which may preclude engagement of the seat pin(s). Prior to further flight, remove any such material.

(3) Lift up on the forward edge of each seat to eliminate all vertical play. In this position, measure the depth of engagement of each seat pin. If the engagement of any pin is less than 0.15 inches (see Figure 2), prior to further flight, replace or repair necessary components to achieve a seat pin engagement of 0.15 inches or greater. If the track is worn, this dimension is measured from the worn surface, not the manufactured surface.

(4) Visually inspect seat rollers for flat spots. Assure all rollers and washers, which are meant to rotate, turn freely on their axle bolts (or bushings if installed). Prior to further flight, replace rollers having flat spots and any worn washers. If there is any binding between the bores of the rollers, washers, and axle bolts (or bushings if installed), prior to further flight, remove, clean, and reinstall these parts.

NOTE 2: Do not lubricate rollers, washers, axle bolts or bushings as the lubricant will attract dust and other particles which can cause binding.

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

(6) Check the spring(s) that keep the lock pin(s) in position in the track holes for positive engagement action. Prior to further flight, replace any spring which does not provide positive engagement.

(7) Visually inspect the seat tracks for cracks in accordance with Cessna Single Engine Service Information Letter SE83-6, dated March 11, 1983. Prior to further flight, replace any seat rail exceeding the crack criteria as specified in SE83-6 with an airworthy rail.

(b) The options listed in AD 87-20-03 R1, Amendment 39-5863, for the temporary operation of the airplane are no longer an acceptable means of compliance with the requirements of this AD, but may be retained if desired.

(c) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished.

(d) Any parts replaced per this AD are exempt from the inspections required herein until such parts have attained 1,000 hours TIS.

(e) An alternate method of compliance or adjustment of the initial or repetitive compliance times, which provides an equivalent level of safety, may be approved by the Manager, Wichita Aircraft Certification Office, Federal Aviation Administration, 1801 Airport Road, Room 100, Wichita, Kansas 67209.

NOTE 3: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

All persons affected by this directive may obtain copies of the document referred to herein upon request to the Cessna Aircraft Company, Customer Service, P.O. Box 1521, Wichita, Kansas 67201; or may examine this document at the Federal Aviation Administration, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Airworthiness Directive 87-20-03 R2 revises AD 87-20-03 R1 (Amendment 39-5863) which revised AD 87-20-03 (Amendment 39-5729).

This amendment (39-6669, AD 87-20-03 R2) becomes effective on September 24, 1990.

FOR FURTHER INFORMATION CONTACT:

Mr. Douglas W. Haig, Aerospace Engineer, Federal Aviation Administration, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; Telephone 316-946-4409.

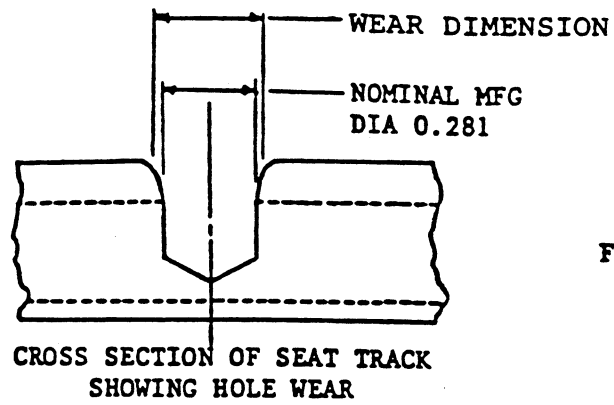


FIGURE 1

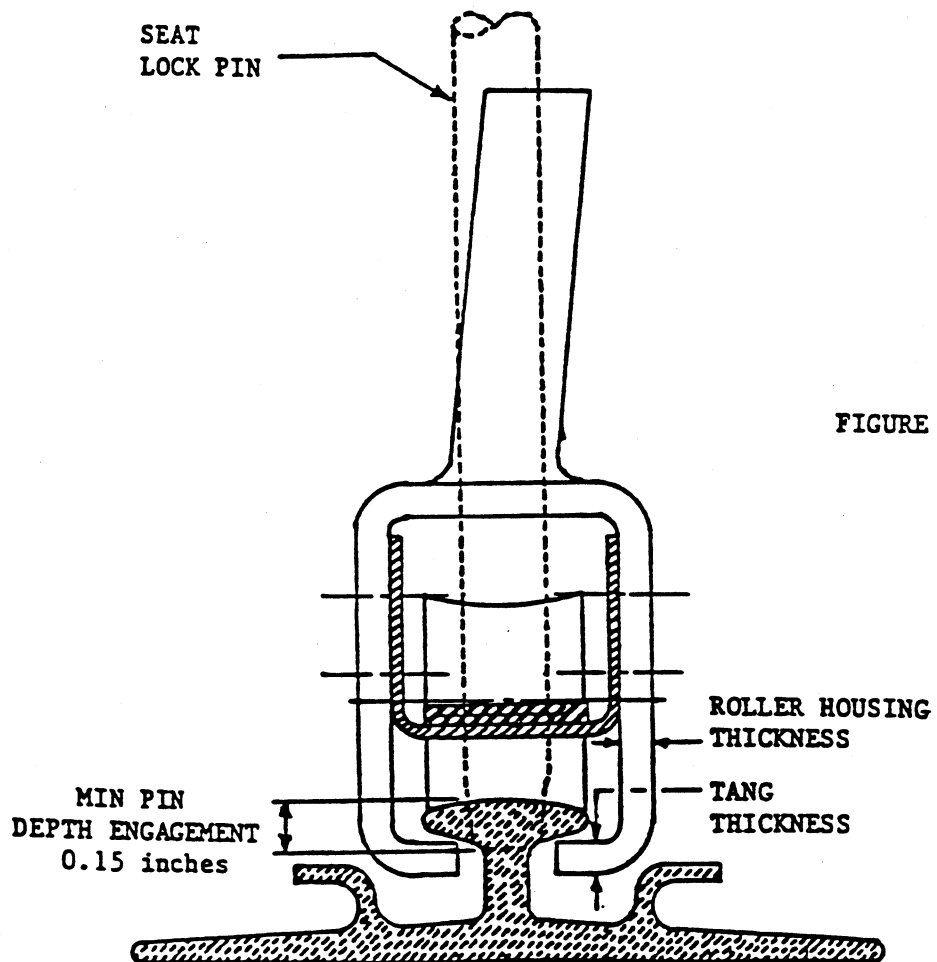


FIGURE 2