
Sektion 2. Utlandstillverkad flygmateriel

Denna LVD har utfärdats för att omfatta alla de nationella luftfartyg som inte regleras av EASA utan av det svenska regelverket BCL-M.

TITEL: Inspektion av väljardon för alternativt statiskt lufttryck (alternate air source selector valve) så att partnummerskylten inte blockerar öppningen för alternativt statiskt lufttryck.

GÄLLER: Cessna172, 175, 180, 182, 185, 206, 207, 208, 210, och 303 serier flygplan i enlighet med FAA Airworthiness Directive (AD) 2008-10-02.

REVISION: -

ÅTGÄRD: Utför åtgärder i enlighet med bifogad FAA AD 2008-10-02. Refererad AD finns även tillgänglig på följande internetadress: www.airweb.faa.gov

TID FÖR ÅTGÄRD: Enligt FAA AD 2008-10-02, men med denna LVD:s besluts datum som utgångspunkt.

UNDERLAG: Enligt FAA AD 2008-10-02

För alternativa underlag/förfaringssätt att uppfylla denna LVD, se "Alternative Methods of Compliance" i refererad FAA AD 2008-10-02.

REFERENS: FAA AD 2008-10-02

BESLUTSDATUM: 22 oktober 2009

BESLUT: TSL 2009-7162

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande 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 senast gällande revision/utgåva.

Postadress	Gatuadress	Telefonnummer	Faxnummer
601 73 NORRKÖPING	Vikboplan 7	0771-503 503	011-415 22 50



2008-10-02 Cessna Aircraft Company: Amendment 39-15508; Docket No. FAA-2008-0471; Directorate Identifier 2008-CE-025-AD.

Effective Date

(a) This AD becomes effective on May 12, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to airplanes listed in Table 1 and Table 2 of this AD that:

(1) Have a part number (P/N) 2013142-18 alternate static air source selector valve installed after November 19, 2007; and

(2) Are certificated in any category:

Table 1.—Applicability for Airplanes That Had the Affected Part Installed at Manufacture

Model	Serial Nos. (S/Ns)
172S	172S10672 through 172S10674, 172S10676, 172S10678 through 172S10680, 172S10682, 172S10683, and 172S10685.
182T	18282062 and 18282065.
T182T	T18208822 and T18208828.
208	20800417, 20800418, and 20800419.
208B	208B1294 through 208B1310.

Note 1: Airplanes listed in Table 1 may have also had the affected part installed as a replacement part.

Table 2.—Applicability for Airplanes That Could Have Had the Affected Part Installed as a Replacement Part or From Parts Held as Spares

Model	S/Ns
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.
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.
175	All S/Ns.
180	All S/Ns.
182	All S/Ns.
182S	18280001 through 18280944.
182T	18280945 through 18282061.
R182	All S/Ns.
T182	All S/Ns.
TR182	All S/Ns.
T182T	T18208001 through T18208821.
F182P	All S/Ns.
F182Q	All S/Ns.
FR182	All S/Ns.

185	All S/Ns.
206	All S/Ns.
206H	All S/Ns beginning with 20608001.
P206	All S/Ns.
U206	All S/Ns.
T206H	All S/Ns beginning with T20608001.
TU206A	All S/Ns.
TU206B	All S/Ns.
TU206C	All S/Ns.
TU206D	All S/Ns.
TU206E	All S/Ns.
TU206F	All S/Ns.
TU206G	All S/Ns.
207	All S/Ns.
208	20800001 through 20800416.
208B	208B0001 through 208B1293.
210	All S/Ns.
210-5 (205).	All S/Ns.
T210F	All S/Ns.
T210G	All S/Ns.
T210H	All S/Ns.
T210J	All S/Ns.
T210K	All S/Ns.
T210L	All S/Ns.
T210M	All S/Ns.
T210N	All S/Ns.
T210R	All S/Ns.
T303	All S/Ns.

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

Unsafe Condition

(d) This AD is the result of reports of improper installation of the part number identification placard on the alternate static air source selector valve. We are issuing this AD to prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators, which could cause the pilot to react to incorrect flight information and possibly result in loss of control.

Compliance

(e) For all affected airplanes, to address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port.	(i) For static air source selector valves installed before May 12, 2008 (The effective date of this AD): Before further flight after May 12, 2008 (the effective date of this AD), and (ii) For static air source selector valves installed as modification or replacement parts on or after May 12, 2008 (the effective date of this AD): Before further flight after installation of a P/N 2013142-18 alternate static air source selector valve. Inspection of the part before installation is acceptable.	(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) If the alternate static air source selector valve port is found obstructed by the part number identification placard during any inspection required by paragraph (e)(1) of this AD, remove the placard from the valve body, discard the placard, and assure that the port is open and unobstructed.	Before further flight after any inspection required in paragraph (e)(1) of this AD where the port is found obstructed.	Make an entry in the aircraft records showing compliance with this portion of the AD following 14 CFR 43.9.

(f) Report the results of the inspection required by this AD where an obstruction was found to the FAA.

(1) Submit this report within 10 days after the inspection or 10 days after the effective date of this AD, whichever occurs later.

(2) Use the form in Figure 1 of this AD and submit it to FAA, Manufacturing Inspection District Office, Mid-Continent Airport, 1804 Airport Road, Room 101, Wichita, Kansas, 67209; or fax to (316) 946-4189.

(3) The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and assigned OMB Control Number 2120-0056.

AD 2008-10-02 INSPECTION REPORT (REPORT <u>ONLY</u> IF A PART NUMBER IDENTIFICATION PLACARD IS OBSTRUCTING THE STATIC AIR SOURCE SELECTOR VALVE PORT)	
1. Inspection Performed By:	2. Phone:
3. Airplane Model:	4. Airplane Serial Number:
5. Airplane Total Hours TIS:	
6. Date of AD inspection:	
7. Inspection Results: (Note: Report <u>only</u> if a part number identification placard is obstructing static air source valve port.)	8. Corrective Action Taken:

Mail report to: Wichita Manufacturing Inspection District Office, Mid-Continent Airport,
1804 Airport Road, Room 101, Wichita, Kansas, 67209; or fax to (316) 946-4189.

Figure 1

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to: Attn: David Fairback, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4154; fax: 316-946-4107; e-mail address: david.fairback@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Issued in Kansas City, Missouri, on April 28, 2008.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E8-9719 Filed 5-1-08; 8:45 am]