AD Numb	Subject H	Subject	Status	CFR Part F	Effective I	Office of F	Docket Nu	Citation
2023-09-09	Airworthin	Exhaust Tu	Current	Part 39	07/17/202	AIR-760: Ce	FAA-2022-(	Federal Reg
2020-18-01	Airworthin	Fuselage	Current	Part 39	11/12/202		FAA-2018-(	Federal Reg
2011-10-09	Airworthin	Seat Rails a	Current	Part 39	06/17/201		FAA-2010-1	(Federal Re
2008-26-10	Airworthin	Alternate s	Current	Part 39	01/05/200		FAA-2008-1	(Federal Re
2008-10-02	Airworthin	Part numbe	Current	Part 39	05/12/200		FAA-2008-(	(Federal Re
2000-06-01	Airworthin	Fuel Strain	Current	Part 39 (65	05/05/200		97-CE-114-	(Federal Re
97-01-13	Airworthin	Fuel, Oil an	Current	Part 39 (62	02/03/199		96-CE-46-A	This inform
98-16-04	Airworthin	Inspect An	Current	Part 39 [63	09/21/199		97-CE-14-A	This inform
83-22-06	Airworthin	Aileron Hin	Current	Part 39	11/08/198		Unknown	This inform
83-17-06	Airworthin	Aileron Bal	Current	Part 39	09/01/198		Unknown	This inform

Citation P	Make	Model	Product T	Product S	AB Refere	AD Refere	CAR Refer	Exemptio
06/12/202	Aerostar Ai	PA-60-600	Aircraft | E	Rotorcraft				
10/07/202	Textron Av	172N | 172	Aircraft	Small Airpl				
05/13/201	Cessna Airc	150A | 150	Aircraft	Small Airpl				
11/16/201	Cessna Airc	172 | 172A	Aircraft	Small Airpl				
05/02/200	Cessna Airc	172 | 172R	Aircraft	Small Airpl				
03/22/200	Cessna Airc	150F | 150	Aircraft	Small Airpl				
	Cessna Airc	150 | 150A	Aircraft	Small Airpl				
	Cessna Airc	180 | 180A	Aircraft	Small Airpl				
	Cessna Airc	152 | 172N	Aircraft	Small Airpl				
	Cessna Airc	150D | 150	Aircraft	Small Airpl				

SFAR Refe	Affected A	Comment Summary
		The FAA is adopting a new airworthiness directive (AD) for turbocharg
		The FAA is adopting a new airworthiness directive (AD) for certain Tex
		We are superseding an existing airworthiness directive (AD) for Cessn
	CORRECTIC	The FAA is adopting a new airworthiness directive (AD) for certain Ces
		The FAA is adopting a new airworthiness directive (AD) for certain Ces
		This amendment adopts a new airworthiness directive (AD) that appli
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		This amendment adopts a new airworthiness directive (AD) that appli

ged, reciprocating engine-powered airplanes and helicopters and turbocharged, reciprocating engines wit
ctron Aviation Inc. (Textron) Model 172N, 172P, 172Q, 172RG, F172N, F172P, FR172K, R172K, 182E, 182F,
a Aircraft Company (Cessna) 150, 152, 170, 172, 175, 177, 180, 182, 185, 188, 190, 195, 206, 207, 210, T3
sna Aircraft Company (Cessna) 172, 175, 177, 180, 182, 185, 206, 207, 208, 210, 303, 336, and 337 series
sna Aircraft Company (Cessna) 172, 175, 180, 182, 185, 206, 207, 208, 210, and 303 series airplanes. This
es to Cessna Aircraft Company (Cessna) 150, 152, 172, 177, 180, 182, 185, 188, 206, 207, 210, and 337 se
es to Cessna Aircraft Company (Cessna) 100, 200, 300, and 400 series airplanes. This action requires chec
es to all Cessna Aircraft Company (Cessna) 180, 182, and 185 series airplanes that have wing extension su

h a certain v-band coupling installed. This AD was prompted by multiple failures of spot-welded, multi-seg
182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, T182, F182P, F182Q, FR182, R182, TR182,
03, 336, and 337 series airplanes. That AD currently requires repetitive inspections and replacement of pa
airplanes. This AD requires you to inspect the alternate static air source selector valve to assure that the
AD requires you to inspect the alternate static air source selector valve to assure that the part number id
ries airplanes. This AD requires measuring the visible length of standpipe (tube) in the top assembly of th
:king the airplane maintenance records for any fuel, oil, or hydraulic hose, Cessna part number (P/N) S51-
pplemental type certificate (STC) SA00276NY or supplemental type approval (STA) SA93-136 incorporate

gment v-band couplings at the tailpipe to the turbocharger exhaust housing flange (also referred to as ''sp
, 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, U206, U206
arts, if necessary, \n\n((Page 27866)) \n\nof the seat rail and seat rail holes; seat pin engagement; seat ro
part number identification placard does not obstruct the alternate static air source selector valve port. If
lentification placard does not obstruct the alternate static air source selector valve port. If the part numbe
ne fuel strainer assembly for the correct length, and replacing any fuel strainer assembly that does not ha
10, replaced between March 1995 and February 3, 1997 (the effective date of this AD); immediately chec
d. This AD requires inspecting between wing station (W.S.) 90 and W.S. 110 for an angle stiffener at the l

ɔot-welded, multi- segment exhaust tailpipe v-band coupling''). This AD establishes a life limit for the spot
ɔA, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, T
llers, washers, and axle bolts or bushings; wall thickness of roller housing and the tang; and lock pin sprin
the part number identification placard obstructs the port, this AD also requires you to remove the placarc
ɐr identification placard obstructs the port, this AD requires you to remove the placard, assure that the pc
ve the correct length of standpipe. This AD is the result of reports that the fuel strainer assemblies on the
king any of these hoses for a diagonal or spiral external reinforcement wrap; and immediately replacing a
ɔwer wing spar splice. If the angle stiffener is not installed, this AD requires installing a reinforcing strap.

-welded, multi-segment exhaust tailpipe v-band coupling and requires repetitively inspecting the spot-we
U206G, 207, 207A, T207, T207A, 210-5 (205), 210-5A (205A), 210B, 210C, 210D, 210E, 210F, and T210F a
gs. This new AD requires retaining all of the actions from the previous AD and adding steps to the inspecti
d, assure that the port is unobstructed, and report to the FAA if obstruction is found. This AD results from
ort is unobstructed, and report to the FAA if obstruction is found. This AD results from reports of improper
affected airplanes were manufactured with the fuel standpipes incorrectly installed in the assembly hou
ny of these hoses that have a diagonal or spiral external reinforcement wrap with one that has a crisscros
This AD is the result of failed test results revealing that the wings of these Cessna airplanes, without the s

elded, multi- segment exhaust tailpipe v-band coupling. The FAA is issuing this AD to address the unsafe co
irplanes. This AD was prompted by cracks found in the lower area of the forward cabin doorpost bulkhead
ion procedures in the previous AD. This AD was prompted by added steps to the inspection procedures, a
reports of airplanes found with alternate static air source selector valve port obstruction caused by impro
r installation of the part number identification placard on the alternate static air source selector valve. Th
sing top. The actions specified by this AD are intended to prevent foreign material from entering the fuel
ss external reinforcement wrap. This action was prompted by reports of operators experiencing a loss of
stiffener, do not meet the applicable design requirements after being modified by the above STC. The act

ɔndition on these products.
d. This AD requires repetitively inspecting the lower area of the forward cabin doorposts at the strut attac
dded revised figures, and clarification of some of the existing steps. We are issuing this AD to prevent sea
ɔper installation of the part number identification placard. The actions specified by this AD are intended t
e actions specified by this AD are intended to prevent erroneous indications from the altimeter, airspeed
system and engine, which could result in loss of engine power or complete engine stoppage during flig
engine power because of low fuel feed, in addition to Cessna discovering that the rubber hose installed at
:ions specified by this AD are intended to prevent wing failure during flight caused by the absence of an ar

:h fitting for cracks and repairing any cracks. The FAA is issuing this AD to address the unsafe condition on
t slippage or the seat roller housing from departing the seat rail, which may consequently cause the pilot,
o prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators, which could c
, and vertical speed indicators, which could cause the pilot to react to incorrect flight information and pos

t the factory on certain Cessna Models 208 and 208B airplanes was defective. The Cessna P/N S51-10 rub
ngle stiffener, which could cause loss of control of the airp

these products.
/copilot to be unable to reach all the controls. This failure could leadto the pilot/copilot losing contr
cause the pilot to react to incorrect flight information and possibly result in loss of control.
ssibly result in loss of control.

ber hose is utilized on fuel, oil, and hydraulic hoses on the affected airplanes. Theactions specified by thi

s AD