Airworthiness Directive Schedule

Aeroplanes

Cessna 180 Series

26 November 2020

Notes:

1. This AD schedule is applicable to Cessna 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K series aircraft manufactured under FAA Type Certificate No. 5A6.
2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.

   State of Design ADs can be obtained directly from the FAA website at: Dynamic Regulatory System (faa.gov)
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/CESS180/101 Cancelled: Purpose fulfilled

DCA/CESS180/102 Cancelled: Purpose fulfilled

DCA/CESS180/103 Cancelled: Purpose fulfilled

DCA/CESS180/104 Cancelled: Purpose fulfilled

DCA/CESS180/105 Narco Model 300 position Light Flasher - Modification

Applicability: Model 180 series aircraft, S/N 30000 through to 32991 that incorporate a Narco flasher model 300 in the lighting system.

Requirement: Comply with Cessna SL 180/182-41-1.
(FAA AD 59-10-03 refers)

Compliance: By 1 September 1959

DCA/CESS180/106 Mainplane Rear Spar - Modification

Applicability: Model 180 series aircraft prior to S/N 18052223 used on agricultural operations.

Requirement: The root end of the rear spar web shall be reinforced against cracking. The recommended method is by installation of root rib doublers, P/N 1221101-1-2, in accordance with Cessna Drawing 1221100. Rear spar root end doublers to Rural Aviation modification RA 90 are an acceptable alternative.

Compliance: By 31 December 1961

DCA/CESS180/107 Cancelled: Purpose fulfilled

DCA/CESS180/108 Cancelled – DCA/ROLE/3 refers

Effective Date: 24 September 2015

DCA/CESS180/109 Cancelled: Purpose fulfilled

DCA/CESS180/110 Cancelled: Purpose fulfilled

DCA/CESS180/111 Cancelled: Purpose fulfilled

DCA/CESS180/112 Cancelled: Purpose fulfilled

DCA/CESS180/113A Cancelled: Purpose fulfilled

Note: This AD was originally issued as a result of MLG spring leg failures to ski and agricultural aircraft operating in NZ. The AD has been cancelled following an investigation into its effectiveness at preventing failure of the MLG spring legs.

Cessna has advised that the magnetic particle inspection is unlikely to be effective in detecting cracks before they reach the critical length. Also, repetitive paint removal from the legs to perform the inspection, may be harmful to the surface of the leg.

To ensure the continuing airworthiness of the spring legs, maintenance is important to provide and maintain a good paint surface to protect the legs from corrosion or stone damage.

DCA/CESS180/115 Cancelled: Purpose fulfilled

DCA/CESS180/116 Cancelled: Purpose fulfilled

DCA/CESS180/117 Mainplane Rear Spar - Inspection

Applicability: Model 180 series aircraft, all S/N.

Requirement: 1. Examine each mainplane rear spar for cracks in the area of the root attachment fitting. Cracking originates around the spar web radius below the root end fitting, and may extend to the spar upper flange at the outboard end of the root fitting where the reinforcing angle is joggled.

2. The rear spar web may be examined after the wing root lower fairings are removed. If a crack is present it may be obscured by the root ribs and the spar root end fittings. Careful inspection should be made of the inboard edge and radius of the spar web visible below the root fittings and inboard of the root ribs. The edge of the rear spar upper flange should be inspected through the inboard inspection hole behind the rear spar. Where doubt exists, the trailing edge root end rib shall be removed to permit a more detailed inspection.

Compliance: At intervals not exceeding 100 hours TIS and immediately following any case of mainplane damage or ground looping.

Effective Date: 31 May 1960

DCA/CESS180/118 Cancelled: Purpose fulfilled

DCA/CESS180/119A Cancelled: Purpose fulfilled

DCA/CESS180/120 Seat Belt Attachment - Modification

Applicability: Model 180 series aircraft, S/N 51064 through to 51338.

Requirement: Comply with Cessna SL 64-6.

Compliance: Next periodic inspection.

Effective Date: 30 November 1966

DCA/CESS180/121 Cancelled: Purpose fulfilled

DCA/CESS180/122 Cancelled: Purpose fulfilled

DCA/CESS180/123 Stall Warning Horn - Modification

Applicability: Model 180 series aircraft, S/N 18051824 through to 18051977.

Requirement: Comply with Cessna SESL SE 68-22 & Supl. 1.
(FAA AD 68-17-04 refers)

Compliance: Within the next 10 hours TIS.

Effective Date: 28 February 1972

DCA/CESS180/124 Javelin Auxiliary Fuel System - Modification

Applicability: All model 180 series aircraft fitted with a Javelin auxiliary fuel system.

Requirement: Comply with Cessna SESL SE 69-24.
(FAA AD 73-17-01 refers)

Compliance: Within the next 100 hours TIS.

Effective Date: 30 September 1973

DCA/CESS180/125 MLG Wheel Assembly Through Bolts - Inspection

Applicability: Model 180 series aircraft, S/N 18052285 through to 18052456.

Requirement: Accomplish the following:

1. Inspect main gear wheel assemblies for broken through bolts, replace broken bolts with serviceable bolts of the same type or modify as follows.

2. Modify main gear wheel assemblies by incorporating Cessna Parts Kit P/N PL-30403 in accordance with Cessna SESL SE 74-8 & Supl. 1.

Compliance: Modification shall be incorporated not later than 31 August 1974.

Effective Date: 6 June 1974

DCA/CESS180/126 MLG Wheel Assembly Cap Screws - Inspection

Applicability: All model 180 series aircraft fitted with McCauley wheels P/N D-30291 and wheels modified per DCA/CESS180/125.

Requirement: As a result of a local failure accomplish the following:

1. Dismantle each wheel and inspect the six tapped holes in each side of the hub for evidence of thread distress.

Inspect the area around each hole for cracks using a dye penetrant method.

Reject any hub with damaged threads or cracks.

Reassemble in accordance with McCauley SB WB-1-A (Cessna SESL SE 74-8 & Supl. 1 refers) but use lock washers P/N AN935-516 under the heads of the cap screws instead of plain washers P/N A-1638-1.

2. Check that each socket head cap screw torque is within range 190 in. lb. to 200 in. lb.

If any cap screw is less than 190 in. lb. repeat 1 above and report the defect to the Director of the Civil Aviation Authority.

Compliance: 1. Within the next 10 hours TIS.

2. At intervals not exceeding 50 hours TIS.

Effective Date: 1 November 1974

DCA/CESS180/127A Fuel Cell Capacity Placard - Modification

Applicability: Model 180 series aircraft, S/N 52364 through to 52554 AND any other model 180 series S/N aircraft on which the original fuel cells have been replaced with fuel cells manufactured in June 1973 or later.

Requirement: Comply with Cessna SESL SE 75-7 & Supl. 1.
(FAA AD 75-16-01 refers)

Compliance: Within the next 100 hours TIS.

Effective Date: 15 October 1975

DCA/CESS180/128 Induction Airbox Seal - Inspection

Applicability: Model 180 series aircraft, S/N 18050662 through to 18052711.

Requirement: Comply with Cessna SESL SE 76-18.
(FAA AD 77-04-05 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 31 March 1977

DCA/CESS180/129 Ground Service Plug - Inspection

Applicability: Model 180 series aircraft, S/N 18052621 through to 18052777.

Requirement: Comply with Cessna SESL SE 77-1 Supl. 1.
(FAA AD 77-12-08 refers)

Compliance: Prior to next use of external ground service plug but not later than 30 September 1977.

Effective Date: 5 August 1977

DCA/CESS180/130 Flexible Fuel Tanks - Inspection

Applicability: Model 180 series aircraft, S/N 18051064 through to 18052221 and any other model 180 aircraft fitted with Goodyear BTC-39 series fuel tanks.

Requirement: Accomplish the following:

1. Visual inspection per Part A of Cessna SESL SE 78-10 & Supl. 1.

2. Detailed inspection per Part B of Cessna SESL SE 78-10 & Supl. 1 followed by Part C as necessary.
(FAA AD 78-05-06 refers)

Compliance: 1. Within the next 25 hours TIS or 30 days whichever is the sooner.

2. Within the next 100 hours TIS or 6 months whichever is the sooner and thereafter at intervals not exceeding 12 months.

Effective Date: 28 April 1978

DCA/CESS180/131A Fuel Cap - Modification

Applicability: Model 180 series aircraft, S/N 30000 through to 50911 and S/N 18050912 through to 18053203.

Requirement: Fit vented fuel caps with related adapters and fuel servicing placards per Cessna SEB 92-27.
(FAA AD 79-10-14 R1 refers)

Compliance: Within the next 200 hours TIS unless already accomplished.

Effective Date: DCA/CESS/180/131 - 23 March 1979
DCA/CESS/180/131A - 21 November 1997

DCA/CESS180/132 Electrical System - Modification

Applicability: Model 180 series aircraft, S/N 30000 through to 50355 and S/N 18051608 through to 18052770.

Requirement: To prevent inflight electrical system failure, smoke in cockpit and/or fire in wire bundle, behind instrument panel, accomplished the following:

Disconnect at ammeter or electrical system bus, as applicable, wire which connects bus to cigar lighter receptacle (wire is connected to either the bus side, or equipment side of a circuit breaker, or to the ammeter) then either:

1. Reconnect wire to bus using an existing or newly installed circuit protection device properly rated for wire gauge used, or

2. Disconnect wire from lighter receptacle and remove it from aircraft, or

3. Insulate disconnected end of wire and secure it to bundle in which it is routed.
(FAA AD 79-08-03 refers)

Note: FAA AC 43.13-1A contains guidance information on wire gauge/circuit protection device ratings.

Compliance: Within next 100 hours TIS

Effective Date: 29 June 1979

DCA/CESS180/133 Alternator Installation - Inspection

Applicability: Model 180 series aircraft, S/N 18051446 through to 18052981 except S/N 18052975.

Requirement: 1. Install either additional ground strap per Cessna SESIL SE 79-59 or, embody Cessna service kit SK-210-84 per SESIL SE 79-5.

2. Visually inspect alternator installation for, and if necessary provide, at least ½ inch clearance between alternator and adjacent flammable fluid carrying lines power plant controls and electrical wiring.

3. Visually inspect existing alternator to airframe ground for proper installation (SE 79-59 view A-A refers), evidence of looseness at the terminal and adequate length to allow for relative motion between alternator and airframe. Also, confirm that ground straps between engine and airframe mount are installed and provide continuity between engine and mount. Correct any unsatisfactory conditions found per FAA AC 43.13-1A.
(FAA AD 79-25-07 refers)

Compliance: Within the next 50 hours TIS unless already accomplished.

Effective Date: 8 February 1980

DCA/CESS180/134 Aileron Hinge Pin Installation - Inspection

Applicability: Model 180 series aircraft, S/N 18053001 through to 18053203.

Requirement: Inspect per Cessna SIL SE 83-18 and rectify defective installations as prescribed.
(FAA AD 83-22-06 refers)

Compliance: Within the next 100 hours TIS unless already accomplished.

Effective Date: 16 December 1983

DCA/CESS180/135 Bladder Type Fuel Cells - Inspection

Applicability: Model 180 series aircraft, S/N 18030000 through to 18053203 fitted with bladder type fuel cells.

Requirement: To preclude possible power loss or engine stoppage due to water contamination of fuel system accomplish the following:

1. Inspect fuel tank filler areas and caps for proper sealing, check fuel cap seal by actuating locking tab and noting that force is maintained between cap seal and adaptor when tab is in over-centre locked position, or accomplish leak test per Cessna SIL SE 82-34.

Note: No longer required when raised neck fuel caps installed per Cessna SK 182-85 (SIL SE 84-16 refers)

2. Inspect fuel cell for wrinkles per Cessna SIL SE 84-4. If wrinkles found, modify and rework fuel cell per Cessna SIL SE 84-9 within the next 100 hours TIS.

Note: No longer required when modification embodied.

3. Install quick drains in fuel tank sumps and reservoirs where applicable, per Cessna SILs SE 79-45 and SE 84-8.
(FAA AD 84-10-01 R1 refers)

Compliance: 1 & 2 Inspection - Within the next 50 hours TIS and thereafter at intervals not to exceed 12 months.

3. Modification - Within the next 100 hours TIS.

Effective Date: 27 July 1984

DCA/CESS180/136A Cancelled – DCA/CESS180/147 refers

Effective Date: 30 June 2011

DCA/CESS180/137 Fuel Vent - Placard and Relocation

Applicability: Model 180 series aircraft, S/N 30000 through to 32487 fitted with over the wing fuel vent tubes.

Requirement: To prevent undetected fuel loss induced by siphoning due to blockage of the primary over the wing fuel vent tube, accomplish the following:

1. Fabricate and install the following placard on the instrument panel in full view of the pilot using letters at least 3.2 mm (1/8 inch) high:

"CAUTION, UNDETECTED FUEL LOSS AND ERRONEOUS FUEL QUANTITY INDICATION MAY OCCUR AFTER INADVERTENT OPERATION IN ICING CONDITIONS".

2. Modify or install a fuel tank bladder equivalent to Cessna P/N 0726000-13 (fuel vent in the outboard end of the fuel tank container), and relocate the primary fuel vent opening to the rear of lift strut per Cessna Service Kit SK 180-6. Under the wing primary fuel vents behind both the left and right wing lift struts are acceptable.
(FAA AD 90-21-08 refers)

Compliance: 1. Install placard within the next 100 hours TIS.

2. Relocate primary fuel vent opening when the left fuel tank bladder is removed next for any reason.

Effective Date: 23 November 1990

DCA/CESS180/138 Instrument Panel Light Rheostat - Replacement

Applicability: Model 180 series aircraft, S/N 18051446 through to 18052384.

Requirement: To prevent an in-flight fire caused by a short circuit in the electrical wiring controlled by the instrument panel light dimming rheostat, accomplish the following:

Replace the existing rheostat with one of improved design that is current limited and heat protected, P/N RD-0015H-1600, per Cessna SEB92-33R2.
(FAA AD 93-24-15 refers)

Compliance: By 30 September 1994.

Effective Date: 18 March 1994

DCA/CESS180/139 Fuel, Oil or Hydraulic Hose - Removal

Applicability: All model 180 series aircraft, all S/N.

Requirement: To prevent fuel, oil or hydraulic systems failure caused by a collapsed hose, check the aircraft maintenance records for any fuel, oil or hydraulic hose, Cessna P/N S51-10, replaced between March 1995 and 14 March 1997. If any fuel, oil or hydraulic hose, Cessna P/N S51-10, has been replaced between March 1995 and 14 March 1997, accomplish the following:-

Before further flight physically check for a diagonal or spiral external reinforcement wrap per Cessna SB SEB96-15. Replace any P/N S51-10 hose that has a diagonal or spiral pattern external reinforcement wrap with a P/N S51-10 hose that has a criss-cross pattern external wrap per SB SEB96-15.
(FAA AD 97-01-13 refers)

Compliance: Within the next 60 hours TIS or 60 days, whichever is the sooner.

Effective Date: 14 March 1997

DCA/CESS180/140 Wing Extension STC SA00276NY - Inspection

Applicability: Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K aircraft embodied with STC SA00276NY or Supplemental Type Approval (STA) SA93-136 incorporated. The STC is the Canadian version of the USA STC.

Requirement: To prevent wing failure during flight caused by the absence of an angle stiffener, and loss of the aircraft, accomplish the following:-

Inspect inside the left and right wings, aft of the spar, closest to where the strut connects to the wing, for an angle stiffener along the lower spar cap between Wing Station (W.S.) 90 and W.S. 110 per Part A of the Accomplishment Instructions of Air Research Technology, Inc. (ART) SB-1-96, Issue 1, dated April 11, 1996.

If an angle stiffener is not installed, prior to further flight, install a stainless steel reinforcement strap on the underside of each wing, along the spar at W.S. 100.50 per Part B of the Accomplishment Instructions of ART SB-1-96, Issue 1, dated April 11, 1996.
(FAA AD 98-16-04 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 25 September 1998

DCA/CESS180/141 Wheel Skis STC SA213AL – Modification and Placard

Applicability: Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G,180H, 180J and 180K aircraft that have either Airglas Engineering Company Inc, (AECI) Model LW3600-180 (single position) or model LW3600-180A (two position) fixed penetration wheel skis installed per STC SA213AL.

Requirement: To prevent one or both wheel skis from rotating into a nose-down position during flight, which could result in loss of control of the aircraft and/or possible damage during flight or landing, accomplish the following:

Modify the wheel ski bungee assemblies, safety cables, and check cables, and their attachments to the aircraft and the skis, per AECI Drawing No. LW3600-180A-1 and -2, Revision "B", dated September 21, 1979; AECI Drawing No. LW3600-180A-3, Revision "A", dated April 30, 1979; and AECI Drawing No. LW3600-180, Revision "F", dated September 21, 1979 (for single position wheel ski installations) or AECI Drawing No. LW3600-180A, Revision "E", dated September 21, 1979 (for two position wheel ski installations).

Fabricate a placard using letters at least 1/8-inch in height and install this placard adjacent to the airspeed indicator, per AECI Drawing No. LW3600-180A-11, originally issued: September 21, 1979, and AECI SB No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997.

Re-mark the airspeed indicator to display the never exceed airspeed (160 KIAS) and the maximum structural cruising speed (139 KIAS) with skis installed, per AECI SB No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997.

Place AECI Document AE97-13FM, "Supplemental Airplane Flight Manual and Airplane Flight Manual Supplement", dated October 10, 1997, in the aircraft cockpit, per AECI SB No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997.
(FAA AD 98-23-02 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 18 December 1998

DCA/CESS180/142 Fuel Strainer Assembly – Inspection

Applicability: Models 180H, 180J and 180K aircraft fitted with a Cessna P/N 0756005-2 top assembly, P/N 0756005-8 fuel strainer assembly, or a P/N 0756005-9 fuel strainer assembly shipped from Cessna between 12 December 1996 and 5 September 1997.

Note: All aircraft S/Ns, including those manufactured in France that have a capital "F" or "FR" prefix on the model number.

Requirement: To prevent foreign material from entering the fuel system and engine, which could result in loss of engine power or complete engine stoppage during flight, accomplish the following:

1. Measure the standpipe in the fuel strainer assembly (tube in the filter strainer top assembly) for a visible maximum length of 1.68 inches, per Cessna SEB 97-9 If the standpipe measures greater than 1.68 inches, prior to further flight, replace the filter strainer top assembly per SEB 97-9.
2. Do not fit to any aircraft a fuel strainer assembly where the standpipe measures greater than 1.68 inches.

(FAA AD 2000-06-01 refers)

Compliance: 1. By 27 April 2001.
2. From 27 April 2000.

Effective Date: 27 April 2000

DCA/CESS180/143A Fuel Tank Selector Cover - Installation

Applicability: All model 180 series aircraft fitted with a 3-position fuel tank selector.

Requirement: To prevent inadvertent fuel shut-off, inspect cockpit fuel tank selector. If the fuel tank selector cover with raised perimeter (such as P/N 0716114 any dash number) is not fitted, fit cover before further flight.

Compliance: By 30 September 2002.

Effective Date: DCA/CESS180/143 – 25 July 2002
DCA/CESS180/143A – 29 August 2002

DCA/CESS180/144 Shoulder Harness – Inspection

Applicability: Model 180 aircraft, S/N 604, 614, 30000 through to 32661 and model 180A aircraft, S/N 32662 through to 32999 and 50001 through to 50355 and model 180B aircraft, S/N 50356 through to 50661 and model 180C, S/N 624 and 50662 through to 50911 and model 180D aircraft, S/N 18050912 through to 18051063 and model 180E aircraft, S/N 18051064 through to 18051183 and model 180F aircraft, S/N 18051184 through to 18051312 and model 180G aircraft, S/N 18051313 through to 18051445 and model 180H aircraft, S/N 18051446 through to 18052175 embodied with Cessna Mod Kit AK182-75.

Requirement: To prevent slippage of the pilot and copilot shoulder harness, which could result in serious injury to the pilot and copilot, accomplish the following:

Inspect the upper shoulder harness adjuster P/N 443030-401 for the presence of a retainer spring, in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1. If a retainer spring is found during the inspection of the upper shoulder harness adjuster, prior to further flight remove the spring by cutting each side; and stamp out the -401 identification number in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1. If a retainer spring is not found during the inspection of the upper shoulder harness adjuster, make an entry in the airplane log book showing compliance with this AD.Only incorporate Cessna Accessory Kits that have been inspected and modified in accordance with this AD.
(FAA AD 2004-19-01 refers)

Compliance: Within the next 100 hours TIS.

Effective Date: 25 November 2004

DCA/CESS180/145 Alternate Static Air Source Selector Valve – Inspection

Applicability: Model 180 series aircraft, all S/N fitted with an alternate static air source selector valve P/N 2013142-18 since 19 November 2007.

Note 1: P/N 2013142-18 superseded P/N 2013142-9, -13 and -17.

Requirement: To prevent erroneous indications from the altimeter, airspeed and vertical speed indicator which could cause the pilot to react to incorrect flight information and possibly result loss of aircraft control, accomplish the following:

1. Inspect the alternate static air source selector valve and establish whether the static air port on the forward end of the valve is clearly visible and not covered by the P/N identification placard. If the static air port is found covered by the P/N identification placard, remove the placard from the selector valve body and ensure the port is open and unobstructed. Discard the placard and record the P/N of the alternate static air source selector valve in the aircraft logbook.

Note 2: If the alternate static air source selector valve port is found covered by the P/N identification placard, submit a defect report form CA005D to the Civil Aviation and provide the aircraft model, S/N and aircraft TTIS.

2. Before fitting an alternate static air source selector valve P/N 2013142–18 to any aircraft, accomplish requirement 1 of this AD.
(FAA AD 2008-10-02 refers)

Compliance: 1. Before further flight.
2. From 12 May 2008.

Effective Date: 12 May 2008

DCA/CESS180/146 Alternate Static Source Selector – Inspection

Applicability: Model 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K aircraft, all S/N manufactured between 1 January 1993 and 31 March 2008, or fitted with an alternate static air source selector valve P/N 2013142-18 as a replacement part between 1 January 1993 and 31 March 2008, unless already in compliance with DCA/CESS180/145.

Note 1: This AD includes aircraft not previously affected by DCA/CESS180/145 and all those aircraft fitted with an alternate static air source selector valve P/N 2013142-18 between 1 January 1993 and 31 March 2008. Alternate static air source selector valve P/N 2013142-18 replaced P/N 2013142-9, -13 and -17.

Requirement: To prevent erroneous indications from the altimeter, airspeed and vertical speed indicator which could cause the pilot to react to incorrect flight information and possibly result in loss of aircraft control, accomplish the following:

1. Inspect the alternate static air source selector valve and establish whether the static air port on the forward end of the valve is clearly visible and not covered by the P/N identification placard per the procedures in Cessna Single Engine SB SB08-34-02 revision 1 dated 6 October 2008, Cessna Caravan SB CAB08-4 revision 1 dated 6 October 2008, Cessna Single Engine SB SEB08-5 dated 13 October 2008 or Cessna Multi-engine SB MEB08-6 dated 13 October 2008, as applicable. If the static air port is found covered by the P/N identification placard, remove the placard from the selector valve body and ensure the port is open and unobstructed. Discard the placard and record the P/N of the alternate static air source selector valve in the aircraft logbook.

2. Before fitting an alternate static air source selector valve P/N 2013142–18 to any aircraft, accomplish requirement 1 of this AD.

Note 2: If the alternate static air source selector valve port is found covered by the P/N identification placard, submit a defect report form CA005D to the Civil Aviation and provide the aircraft model, S/N and aircraft TTIS.
(FAA AD 2008-26-10 refers)

Compliance: 1. By 3 February 2009 for IFR aircraft, and within the next 100 hours TIS or by 23 May 2009 whichever occurs sooner for non IFR aircraft.
2. From 23 January 2009.

Effective Date: 23 January 2009

DCA/CESS180/147 Seat Adjustment Mechanism – Inspection

Applicability: Model 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K series aircraft, all S/N.

Note: This AD supersedes DCA/CESS180/136A to introduce additional inspection requirements, to improve the clarity of the required inspections, and provide improved figures/graphics. The FAA continue to receive reports of inadvertent seat movement. These reports included an incident of a seat separating from the seat track due to wear of the seat roller housing tangs.

Requirement: To prevent seat slippage or disengagement of the seat roller housing from the seat rail which could result in the pilot/copilot being unable to reach all the controls and loss of aircraft control, accomplish the following:

Accomplish the inspections and corrective actions in FAA AD 2011-10-09 on the seat rails; seat rollers, washers, and axle bolts or bushings; seat roller housings and the tangs; and the lock pin springs.

(FAA AD 2011-10-09 refers)

Compliance: Within the next 100 hours TIS after the last inspection accomplished per DCA/CESS180/136A (FAA AD 87-20-03 R2 refers) or by 30 June 2012 whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS or every 12 months whichever occurs sooner.

Effective Date: 30 June 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

62-17-04 Float Installation STC SA1-622 – Inspection

Applicability: Model 180 series aircraft embodied with STC SA1-622.

Note: Refer to FAA AD 62-17-04 for further details of AD applicability.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD 62-17-04.

Effective Date: 27 February 2020

73-23-07 Defective Spar Attachment Fittings – Inspection

Applicability: Model 180 series aircraft, S/N 18052335 through to 18052349.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD 73-23-07.

Effective Date: 27 February 2020

81-15-03 Engine Inlet Air Filter STC SA71GL – Inspection

Applicability: Model 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K series aircraft embodied with STC SA71GL.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD 81-15-03.

Effective Date: 27 February 2020

83-17-06 Aileron Balance Weights STC SA1435WE – Inspection

Applicability: Model 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K series aircraft embodied with STC SA1435WE.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD 83-17-06.

Effective Date: 27 February 2020

86-24-07 Engine Controls Installation – Inspection

Applicability: Model 180F, 180G, 180H, 180J and 180K series aircraft, S/N 18051184 through to 18053000.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD 86-24-07.

Effective Date: 27 February 2020

98-21-21R1 Electric Inflatable Door Seals STC SA4284WE – Inspection

Applicability: Model 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K aircraft embodied with STC SA4284WE.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD 98-21-21R1.

Effective Date: 27 February 2020

*** 2020-21-22 Tailcone and Horizontal Stabiliser – Inspection**

Applicability: Model 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J and 180K aircraft, all S/N.

Effective Date: 7 December 2020