

Airworthiness Directive Schedule

Aeroplanes

Cessna 303 Series

30 June 2011

- Notes**
1. This AD schedule is applicable to Cessna T303 series aircraft manufactured under FAA Type Certificate No. A34CE.
 2. The date above indicates the amendment date of this schedule.
 3. New or amended ADs are shown with an asterisk. *

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DCA/CESS303/1 Operating Limitation - Placards

Applicability: Model T303 All S/N's
Requirement: Comply with FAA AD 86-01-01R2
Compliance: Prior to further flight.
Effective Date: 1 August 1986

*** DCA/CESS303/2 Cancelled – DCA/CESS303/10 refers**

Effective Date: 30 June 2011

DCA/CESS303/3A NLG Actuator Attachment Fitting - Inspection and Modification

Applicability: Model T303 All S/N's
not incorporating NLG actuator attachment fitting P/N 2543004-5.

Requirement: To prevent failure of the NLG actuator attachment fitting, accomplish the following:-

1. Inspect per Cessna MEB 88-4, dated 5 August 1988. Replace any fittings found cracked with improved fitting P/N 2543004-5 before further flight.
2. Install fitting P/N 2543004-5 per MEB 88-4 Revision 2.

(FAA AD 91-11-09 refers)

Compliance: 1. Inspection - At 550 hours TTIS or within next 50 hours TIS, whichever is the later and thereafter at intervals not to exceed 50 hours TIS.

Note: repetitive inspection is no longer required when modified

2. Modification - By 31 July 1992.

Effective Date: DCA/CESS303/3 - 10 March
DCA/CESS303/3A - 26 July 1991.

DCA/CESS303/4 Auxiliary Fuel Pump Wiring - Modification

Applicability: Model T303 S/N T30300001 through T30300315
which have been modified per Cessna MEB 88-3.

Requirement: To overcome unsatisfactory features introduced by Cessna MEB 88-3, modify per Cessna MEB 88-3 Rev.1.

Compliance: Within next 100 hours TIS unless already accomplished.

Effective Date: 16 February 1990

DCA/CESS303/5A Fuel Inlet Float Valve - Inspection and Replacement

Applicability: Model T303, S/N T30300001 through T30300315.

Requirement: To prevent possible loss of engine power caused by failure of a fuel inlet float valve, accomplish the following:-

1. For aircraft fitted with fuel inlet float valve P/N 9910242-1, -4, -5, -6, -7, -8, -205, -206, -207 and -208:
 - (a) Perform the appropriate valve test per paragraph 2 or 3 of Cessna MEB 93-10R1. Any valve which fails the tests, must be replaced with a P/N 9910242-11 or -12 valve before further flight.

(b) Replace the valve with a P/N 9910242-11 or -12 valve per MEB 93-10R1.

2. For aircraft fitted with fuel inlet float valve P/N 9910242-9 or -10:

(a) Perform the appropriate valve test per paragraph 2 or 3 of Cessna MEB 93-10R1. Any valve which fails the tests, must be replaced with a P/N 9910242-11 or -12 valve before further flight.

(b) Install the K74D retainer kit per MEB 93-10R1.

(FAA AD 95-09-13 refers)

Compliance:

1. (a) Test within next 200 hours TIS and thereafter at intervals not to exceed 200 hours TIS until valve replacement per 1(b), then test at intervals not to exceed 600 hours TIS.

(b) At 1800 hours TTIS or within next 12 months, whichever is the later.

2. (a) Test within next 200 hours TIS and thereafter at intervals not to exceed 200 hours TIS until valve modification per 2(b), then test at intervals not to exceed 600 hours TIS.

(b) Within next 12 months.

Effective Date: DCA/CESS303/5 13 April 1993
DCA/CESS303/5A 7 July 1995

DCA/CESS303/6 Fuel, Oil or Hydraulic Hose - Removal

Applicability: Model T303, all S/Ns.

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 MEB96-10. 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 MEB96-10.

(FAA AD 97-01-13 refers)

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

Effective Date: 14 March 1997

DCA/CESS303/7 Severe Icing Conditions - Flight Manual Revision**Applicability:** All model T303.**Requirement:** To minimise the potential hazards associated with operating the aircraft in severe icing conditions (by providing more clearly defined procedures and limitations associated with such conditions), incorporate the following into the Aircraft Flight Manual (AFM):-**1. Limitations Section of the Aircraft Flight Manual****“WARNING**

Severe icing may result from environmental conditions outside of those for which the aircraft is certificated. Flight in freezing rain, freezing drizzle, or mixed icing conditions (supercooled liquid water and ice crystals) may result in ice build-up on protected surfaces exceeding the capability of the ice protection system, or may result in ice forming aft of the protected surfaces. This ice may not be shed using the ice protection systems, and may seriously degrade the performance and controllability of the aircraft.

- During flight, severe icing conditions that exceed those for which the aircraft is certificated shall be determined by the following visual cues. If one or more of these visual cues exists, immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions.
 - Unusually extensive ice accumulation on the airframe and windshield in areas not normally observed to collect ice.
 - Accumulation of ice on the upper surface of the wing aft of the protected area.
 - Accumulation of ice on the engine nacelles and propeller spinners farther aft than normally observed.
- Since the autopilot, when installed and operating, may mask tactile cues that indicate adverse changes in handling characteristics, use of the autopilot is prohibited when any of the visual cues specified above exist, or when unusual lateral trim requirements or autopilot trim warnings are encountered while the aircraft is in icing conditions.
- All wing icing inspection lights must be operative prior to flight into known or forecast icing conditions at night. This supersedes any relief provided by the Master Minimum Equipment List (MMEL).”

2. Normal Procedures Section of the Aircraft Flight Manual

“THE FOLLOWING WEATHER CONDITIONS MAY BE CONDUCIVE TO SEVERE IN-FLIGHT ICING:

- Visible rain at temperatures below 0 degrees Celsius ambient air temperature.
- Droplets that splash or splatter on impact at temperatures below 0 degrees Celsius ambient air temperature.

PROCEDURES FOR EXITING THE SEVERE ICING ENVIRONMENT:

These procedures are applicable to all flight phases from takeoff to landing. Monitor the ambient air temperature. While severe icing may form at temperatures as cold as -18 degrees Celsius, increased vigilance is warranted at temperatures around freezing with visible moisture present. If the visual cues specified in the Limitations Section of the AFM for identifying severe icing conditions are observed, accomplish the following:

- Immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the severe icing conditions in order to avoid extended exposure to flight conditions more severe than those for which the aircraft has been certificated.
- Avoid abrupt and excessive manoeuvring that may exacerbate control difficulties.
- Do not engage the autopilot.
- If the autopilot is engaged, hold the control wheel firmly and disengage the autopilot.
- If an unusual roll response or uncommanded roll control movement is observed, reduce the angle-of-attack.
- Do not extend flaps when holding in icing conditions. Operation with flaps extended can result in a reduced wing angle-of-attack, with the possibility of ice forming on the upper surface further aft on the wing than normal, possibly aft of the protected area.
- If the flaps are extended, do not retract them until the airframe is clear of ice.
- Report these weather conditions to Air Traffic Control.”

Note: This may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer's flight manual revision that contains the wording per this AD.

3. Flight Crew Notification

Operators must ensure that flight crew are aware of the flight manual revision.

(FAA AD 98-04-28 refers)

Compliance: By 10 May 1998

Effective Date: 10 April 1998

DCA/CESS303/8 Alternate Static Source Selector – Inspection

Applicability: Model T303 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 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/CESS303/9 Alternate Static Source Selector – Inspection

Applicability: Model T303 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/CESS303/8.

Note 1: This AD includes aircraft not previously affected by DCA/CESS303/8 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/CESS303/10 Seat Adjustment Mechanism – Inspection and Replacement**

Applicability: Model T303 aircraft, all S/N.

Note 1: This AD supersedes DCA/CESS303/2 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.

Note 2: A copy of FAA AD 2011-10-09 can be obtained from the FAA website at:
http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet

(FAA AD 2011-10-09 refers)

Compliance: Within the next 100 hours TIS after the last inspection accomplished per DCA/CESS303/2 (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