



# Airworthiness Concern Sheet

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**Make, Model, Series, Serial No.:** Cessna Aircraft Company  
**Models:** See below in Request for Information section for affected models and serial numbers.

**Reason for Airworthiness Concern:** Cessna has reported to the FAA of improper installation of the identification placard on the alternate static air reference orifice. The concern is to prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators, while using the alternate static source, which could cause the pilot to react to incorrect flight information and possibly result in loss of control of the airplane.

**FAA Description of Airworthiness Concern (Who, What, Where, When, How? Attachments: RA and appropriate data)**

Cessna discovered the problem during a static check on a Model T206H airplane. Further investigation found that the identification placard was covering the static air reference orifice on 2013142-18 alternate static source selector valves made between 11/20/2007 and 2/18/2008. All of the parts in stock were corrected.

Cessna has no way of verifying how many of these assemblies were manufactured and sent to the field with the identification placard installed over the static air reference orifice. The FAA has no way of determining which airplanes have the remaining problem alternate static air source assemblies installed without having all of the affected airplanes inspected.

These assemblies are required for flight into instrument flight rules (IFR) conditions as defined in Sec. 91.411 of the Federal Aviation Regulations (14 CFR 91.411). Use of these assemblies is optional in visual flight rules (VFR) conditions.

If these assemblies are not identified and reworked or replaced, selection of the alternate air source will cause the altimeter, airspeed, and vertical speed indicators to display erroneous indications. This could cause the pilot to react to incorrect flight information and possibly result in loss of control of the airplane.

The FAA is considering mandating the following:

**1.0 Airplanes That May Have Had Faulty 2013142-18 Alternate Static Source Selector Valves Installed at Cessna**

For airplanes:

Model Serial Numbers

172S 172S10672 thru 172S10674, 172S10676, 172S10678 thru 172S10680, 172S10682, 172S10683, 172S10685

182T 18282062, 18282065

T182T T18208822, T18208828

208 417 - 419

208B 1294 - 1310

**Attachments:** \*SDR(s)  \*A/IDS  \*SL(s)  \*SAIB  \*FAASR/\*NTSBSR  \*AD  \*AMOC  \*RA

**Notification:** FAA  \*AOPA  \*EAA  Type Club  \*TC Holder  Other:

**Response Requested 03/27/08:** Emergency (10 days)  Alert (30 days)  Information (90 days)

(Space Bar Adds "X" to Check Boxes)

1. Inspect for part number placard covering the alternate static port.
  - A. Adjust the pilot and copilot seats as far aft as possible.
  - B. Use a flashlight and mirror to inspect the alternate static valve to ensure the alternate static port on the forward end of the valve is clearly visible and not covered by the part number placard. If the static port is open, proceed to step 2. If the hole is covered by the placard, proceed to step 1.C.
  - C. Peel and remove the identification placard from the valve body. Discard identification placard. Ensure that alternate static port hole is open and unobstructed.
2. Make an entry in the airplane logbook stating compliance with the airworthiness directive.

## 2.0 Airplanes That May Have Received Faulty 2013142-18 Alternate Static Source Selector Valves as Spares

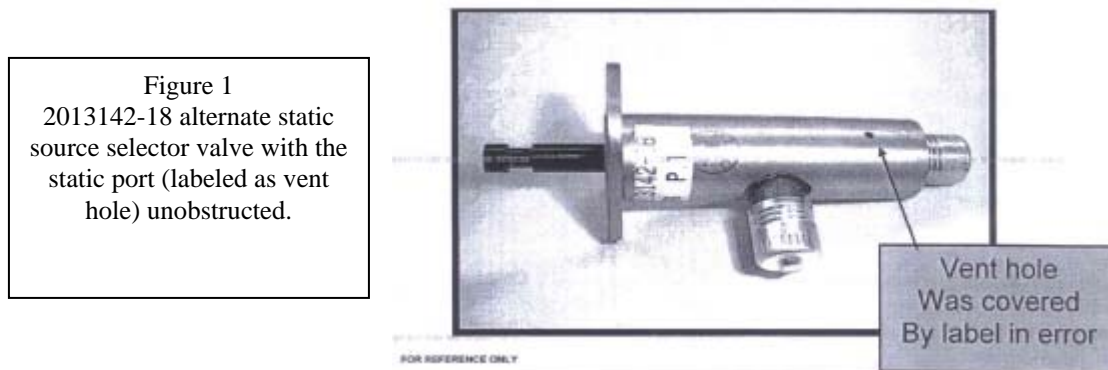
For airplanes:

Model	Serial Numbers
172R	17280001 and On
172S	172S8001 thru 172S10671
182S	18280001 thru 18280944
182T	18280945 thru 18282061
T182T	T18208001 thru T18208821
206H	20608001 and On
T206H	T20608001 and On
208	All Serial Numbers except 417 - 419
208A	All Serial Numbers
208B	All Serial Numbers except 1294 - 1310

If the 2013142-18 alternate static source selector valve has been replaced since 11/20/2007 complete the inspection in Section 1.0.

## 3.0 Spare Parts

Also affected are any part number 2013142-18 alternate static source selector valves in Service Station stock, or any other stock of spare parts, that were shipped from Cessna parts Distribution on November 20, 2007 through February 18, 2008. These parts must be inspected to ensure that the placard does not cover the alternate static port.



**Request for Information** (Proposed Alternate Inspection/Repair Procedures, **Cost Impact**, Etc. Note: Any comments or replies to the FAA need to be as specific as possible. Please provide specific examples to illustrate your comments/concerns.):

Because the FAA is considering airworthiness action on these airplanes, we are soliciting additional information or comments.

Please send your comments to the above E-mail address. Specifically the FAA is interested in:

- Has this occurred on any additional aircraft?
- Are there any comments regarding the proposed solution?