

## Airworthiness Directive

### ▼ Federal Register Information

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [64 FR 72919 12/29/99]

Docket No. 99-CE-24-AD; Amendment 39-11483; **AD 99-27-02**

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company 170, 172, 175, and 177 Series Airplanes

**PDF Copy (If Available):**

### ▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule; request for comments

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to all Cessna Aircraft Company (Cessna) 170, 172, 175, and 177 series airplanes. This AD requires replacing certain fuel selector valve cams or fuel selector valves that Cessna shipped from December 6, 1998, through May 10, 1999, and prevents the future installation of these fuel selector valve cams or fuel selector valves. This AD allows the pilot to check the logbooks to determine whether one of these fuel selector valve cams or fuel selector valves is installed. This AD results from reports from Cessna that fuel selector valve cams and fuel selector valves were manufactured with

control shafts that will not allow both tanks to supply fuel to the engine in certain situations. The actions specified by this AD are intended to prevent an inadequate supply of fuel from reaching the engine because of a fuel selector valve cam or fuel selector valve. This could result in an emergency landing or loss of control of the airplane.

DATES: Effective January 21, 2000.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation as of January 21, 2000.

The FAA must receive any comments on this rule on or before February 14, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-24-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

You may get the service information referenced in this AD from the Cessna Aircraft Company, Product Support, P. O. Box 7706, Wichita, Kansas 67277; telephone: (316) 571-5800; facsimile: (316) 942-9008. You may examine this information at the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-24-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Paul O. Pendleton, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Rm 100, Mid-Continent Airport, Wichita, Kansas, 67209; telephone: (316) 946-4143; facsimile: (316) 946-4407.

#### **SUPPLEMENTARY INFORMATION:**

##### **Discussion**

**What events have caused this AD?:** Cessna manufactured fuel selector valve cams and fuel selector valves that may have control shafts that will not allow both tanks to supply fuel to the engine when the pilot selects the "Both On" position. These fuel selector valve cams and fuel selector valves can be installed in certain Cessna 170, 172, 175, and 177 series airplanes (specific models listed in the AD). The "Both On" position is required for takeoff and landing on most of the affected airplanes, in order to supply fuel to the engine at an acceptable rate.

**What is the unsafe condition?:** These fuel selector valve cams or fuel selector valves, when installed, could result in an inadequate supply of fuel to the engine and result in an emergency landing or loss of control of the airplane. What is the cause of the

problem?: Quality control. Cessna shipped the fuel selector valve cams and fuel selector valves during the time of December 6, 1998, through May 10, 1999.

### **Relevant Service Information**

**Is there service information that applies to this subject?:** Yes. Cessna has issued Service Bulletin SEB99-7, dated June 7, 1999.

**What are the provisions of this service bulletin?:** The service bulletin includes the following: - a list of all the airplanes where these fuel selector valve cams and fuel selector valves are eligible for installation; - the material and parts necessary to replace the fuel selector valve cams and fuel selector valves; - instructions for accomplishing the fuel selector valve cam and fuel selector valve replacement; and - information on warranty credit.

**The FAA's Determination and an Explanation of the Provisions of the AD What has the FAA decided?:** After examining the circumstances and reviewing all available information related to the incidents described above, including the relevant service information, the FAA has determined that: - an unsafe condition exists or could develop on certain Cessna 170, 172, 175, and 177 series airplanes; - the above-referenced fuel selector valve cams and fuel selector valves should be removed from service and future installation should be prohibited; and - AD action should be taken to prevent an inadequate supply of fuel from reaching the engine because of a fuel selector valve cam or fuel selector valve, which could result in an emergency landing or loss of control of the airplane.

**What does this AD require?:** This AD requires replacing certain fuel selector valve cams and fuel selector valves that Cessna shipped from December 6, 1998, through May 10, 1999, and prevents the future installation of these fuel selector valve cams and fuel selector valves. This AD allows the pilot to check the logbooks to determine whether one of these fuel selector valve cams or fuel selector valves is installed.

**What is the compliance time of this AD?:** Within 10 hours time-in-service (TIS) after the effective date of this AD. Since a situation exists that requires the immediate adoption of this regulation, the FAA finds that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

### **Comments Invited**

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, the FAA invites comments on this rule. You may submit whatever written data, views, or arguments you choose. You need to include the rule's docket number and submit your comments in triplicate to the address specified under the caption "ADDRESSES." The FAA will consider all comments received on or before the closing date. We may amend this rule in light of comments received. Factual information that supports your ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether we need to take additional rulemaking action.

The FAA is re-examining the writing style we currently use in regulatory documents, in response to the Presidential memorandum of June 1, 1998. That memorandum requires federal agencies to communicate more clearly with the public. We are

interested in your comments on whether the style of this document is clearer, and any other suggestions you might have to improve the clarity of FAA communications that affect you. You can get more information about the Presidential memorandum and the plain language initiative at <http://www.plainlanguage.gov>.

The FAA specifically invites comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. You may examine all comments we receive before and after the closing date of the rule in the Rules Docket. We will file a report in the Rules Docket that summarizes each FAA contact with the public that concerns the substantive parts of this AD.

If you want us to acknowledge the receipt of your comments, you must include a self-addressed, stamped postcard. On the postcard, write "Comments to Docket No. 99-CE-24-AD." We will date stamp and mail the postcard back to you.

### **Regulatory Impact**

These regulations will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, the FAA has determined that this final rule does not have federalism implications under Executive Order 13132.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a significant regulatory action under Executive Order 12866. We determined that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If the FAA determines that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, we will prepare a final regulatory evaluation and place it in the Rules Docket (otherwise, an evaluation is not required). You may obtain a copy of this evaluation, if filed, from the Rules Docket. List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### **Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### **PART 39 - AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:  
Authority: 49 U.S.C. 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

### **▼ Regulatory Information**

**99-27-02 CESSNA AIRCRAFT COMPANY:** Amendment 39-11483; Docket No. 99-CE-24-AD. Issued December 20, 1999.

(a) **What airplanes are affected by this AD?:** The following airplane models and serial numbers that are:

(1) certificated in any category; and

(2) equipped with Fuel Selector Valve Cam part number 0513123, or FuelSelector Valve part number 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200; that Cessna shipped from December 6, 1998, through May 10, 1999:

<b>Model</b>	<b>Serial Numbers</b>
170B	20267 through 20999
170B	25000 through 27169
170B	609 and 19401
172	28000 through 29999
172	36000 through 36999
172	46001 through 46754
172	610, 612, and 615
172A	46755 through 47746
172A	622 and 625
172B	17247747 through 17248734
172B	630
172C	17248735 through 17249544
172D	17249545 through 17250572
172E	17250573 through 17251822
172E	639
172F	17251823 through 17253392
172G	17253393 through 17254892
172H	17254893 through 17256492
172H	17256494 through 17256512
172H	638
172I	17256513 through 17257161
172K	17257162 through 17258486
172K	17258487 through 17259223
172L	17259224 through 17259903
172L	17259904 through 17260758
172M	17260759 through 17261444
172M	17261446 through 17261577
172M	17261579 through 17261898
172M	17256493
172M	17261899 through 17263458
P172	P17257120 through P17257188

P172E (T41)	R172-0001 through R172-0335
R172F (T41)	R172-0336 through R172-0409
R172G (T41)	R1720410 through R1720444
R172H (T41)	R1720445 through R1720494
R172H (T41)	R1720495 through R1720546
<b>Model</b>	<b>Serial Numbers</b>
R172H (T41)	R1720547 through R1720620
R172J	P17257189
R172K	R1722000 through R1722724
R172K	R1722725 through R1722929
R172K	R1722930 through R1723199
R172K	680
R172K	R1723200 through R1723397
R172K	R1723397 through R1723399
R172K	R1723400 through R1723454
175	28700A
175A	619
175C	17557003 through 17557119
177	17700001
177	17700003 through 17701164
177	661
177A	17701165 through 17701370
177B	17701371 through 17701471
177B	17701473 through 17701530
177B	17701531 through 17701633
177B	17700002
177B	17701634 through 17701773
177B	17701774 through 17701973
177B	17701974 through 17702123
177B	17702124 through 17702313
177B	17701472
177B	17702314 through 17702522
177B	17702523 through 17702672
177B	17702673 through 17702752
F172D	F172-0001 through F172-0018
F172E	F172-0019 through F172-0085
F172F	F172-0086 through F172-0179
F172G	F172-0180 through F172-0319
F172H	F172-0320 through F172-0431

F172H	F172-0436 through F172-0442
F172H	F172-0444 through F172-0446
F172H	F172-0432 through F172-0435
F172H	F172-0443
F172H	F172-0447 through F172-0559
F172H	F172-0560 through F172-0654
F172H	F17200655 through F17200754
F172K	F17200755 through F17200804
F172L	F17200805 through F17200904
F172M	F17200905 through F17201034
F172M	F17201035 through F17201234
FP172	FP172-0001 through FP172-0003
FR172E	FR17200001 through FR17200060
FR172F	FR17200061 through FR17200145
FR172G	FR17200146 through FR17200225
FR172H	FR17200226 through FR17200275
FR172H	FR17200276 through FR17200350
FR172J	FR17200351 through FR17200440
FR172J	FR17200441 through FR17200530
FR172J	FR17200531 through FR17200559
FR172J	FR17200560 through FR17200590
FR172K	FR17200591 through FR17200620
FR172K	FR17200621 through FR17200630
FR172K	FR17200631 through FR17200655
FR172K	FR17200656 through FR17200665
FR172K	FR17200666 through FR17200675

(b) **Who must comply with this AD?:** Anyone who wishes to operate any of the above

airplanes on the U.S. Register.

(c) **What problem does this AD address?:** The affected fuel selector valve cams or fuel selector valves, when installed, could result in an inadequate supply of fuel to the engine. This could then result in an emergency landing or loss of control of the airplane.

(d) **What must I do to address this problem?:** To address this problem, you must accomplish the replacement, records check, and/or installation prohibition requirements explained below, as applicable:

(1) Replacement Requirement

(i) **What action is required?:** Replace any Fuel Selector Valve Cam part number 0513123, or Fuel Selector Valve part number 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200, that Cessna shipped from December 6, 1998, through May 10, 1999. Paragraphs (d)(2)(i) and (d)(2)(ii) of this AD provide procedures for checking the maintenance records to determine if one of these fuel selector valve cams or fuel selector valves is installed.

(ii) **What procedures must be used?:** The procedures contained in Cessna Service Bulletin SEB99-7, dated June 7, 1999, and the applicable maintenance manual.

(iii) **When is the action required?:** Within the next 10 hours TIS after the effective date of this AD.

(2) Maintenance Records Check

(i) **May the pilot check the maintenance records to determine if this AD applies?:** Yes. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the maintenance records to determine whether one of the affected fuel selector valve cams or fuel selector valves was installed after December 6, 1998.

(ii) **What if the maintenance records show that no affected fuel selector valve cam or fuel selector valve is installed?:** If, by checking the maintenance records, the pilot can positively show that a Fuel Selector Valve Cam part number 0513123, or Fuel Selector Valve part number 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200, is not installed or was installed prior to December 6, 1998, then the replacement requirement of paragraph (b) of this AD does not apply. You must make an entry into the aircraft records that shows compliance with this portion of the AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(3) Installation Prohibition Requirements

(i) **What prevents these parts from being installed in the future?:** You may not install a Fuel Selector Valve Cam part number 0513123 or Fuel Selector Valve part number 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200; that Cessna shipped from December 6, 1998, through May 10, 1999, in any of the affected airplanes.

(ii) **When does this prohibition go into effect?:** As of the effective date of this AD.

**(e) Can I comply with this AD in any other way?:** Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Wichita Aircraft Certification Office, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**(f) Where can I get information about any already-approved alternative methods of compliance?:** Contact the Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas, 67209; telephone: (316) 946-4143; facsimile: (316) 946-4407.

**(g) What if I need to fly the airplane to another location to comply with this AD?:** The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

**(h) Are any service bulletins incorporated into this AD by reference?:** Yes. You must accomplish the actions required by this AD in accordance with Cessna Service Bulletin SEB99-7, dated June 7, 1999. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from the Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**(i) When does this amendment become effective?:** This amendment becomes effective on January 21, 2000.

▼ **Footer Information**

▼ **Comments**

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