87-20-03 R2 CESSNA: Amendment 39-5729, as revised by Amendment 39-5863, is further revised by Amendment 39-6669. Docket No. 86-CE-71-AD.

Applicability: To the following model airplanes, certificated in any category.

Models	Serial Numbers
150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M	15059019 thru 15079405
A150K, A150L, A150M	A1500001 thru A1500734
152, A152	All
170, 170A, 170B	18000 through 27169
172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q	All
P172D	P17257120 thru P17257188
R172E, R172F, R172G, R172H, R172J	All
R172K	R1722000 thru R1723454
172RG	172RG0001 thru 172RG1191
175, 175A	55001 thru 56777
175B, 175C	17556778 thru 17557119
177, 177A, 177B, 177RG	All
180, 180A	30000 thru 32999
180A, 180B, 180C	50000 thru 50911
180D, 180E, 180F, 180G, 180H, 180J, 180K	18050912 thru 18053203
182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, T182, R182, TR182	All
185, 185A, 185B, 185C, 185D, 185E, A185E, A185F	All
188, 188A, A188, A188A, 188B, A188B, T188C	All
190, 195, 195A, 195B	7001 thru 7999, and
	16000 thru 16183
206, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G	All
P206, P206A, P206B, P206C, P206D, TP206A, TP206B, TP206C, TP206D	P206-0001 thru P206-0603, &
P206E, TP206E	P20600604 thru P20600647
207, T207, 207A, T207A	All
210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, P210N, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, 210R, T210R, P210R	All
210-5 (205), 210-5A (205A)	205-0001 thru 205-0577
336	336-0001 thru 336-0195
337, 337A, 337B, 337C, 337D, 337E, 337F, 337G, 337H, T337B, T337C, T337D, T337E, T337F, T337G, T337H, P337H, T337H-SP	All

Models	Serial Numbers
T303	All
F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, FRA150L, FRA150M	All
FA152, F152	All
FP172	FP172-0001 thru FP172-0003
F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P, FR172E, FR172F, FR172G, FR172H, FR172J, FR172K	All
F177RG	All
F182P, F182Q	All
FR182	All
F337E, F337F, F337G, F337H	All
FP337	All

Compliance: Required as follows, unless already accomplished per AD 87-20-03 R1, Amendment 39-5863.

I. For airplanes operating for hire:

(A) For airplanes having less than 1,000 hours time-in-service (TIS) on the effective date of this AD, accomplish the AD requirements prior to the accumulation of 1,100 hours TIS;

(B) For airplanes having 1,000 or more hours TIS on the effective date of this AD, accomplish the AD requirements within the next 100 hours TIS;

(C) Following the actions of (A) or (B) above, repeat the inspection requirements of this AD at each 100 hours TIS. These inspections can be accomplished at the next scheduled inspection or the next 100 hours, whichever is later.

II. For airplanes operating under FAR Part 91 (not for hire):

(A) For airplanes having less than 1,000 hours TIS on the effective date of this AD, accomplish the AD requirements at the next annual inspection after the accumulation of 1,000 hours TIS;

(B) For airplanes having 1,000 or more hours TIS on the effective date of this AD, accomplish the AD requirements at the next annual inspection;

(C) Following the actions of (A) or (B) above, repeat the AD requirements at each annual inspection thereafter.

To assure proper engagement of the seat locking mechanism and to preclude inadvertent seat slippage, accomplish the following on each pilot and copilot seat and all associated seat rails:

NOTE 1: Paragraph (a) of this AD is essentially unchanged from AD 87-20-03 R1, Amendment 39-5863 and is reprinted here for the convenience of the reader.

(a) In accordance with the appropriate compliance time requirement above, accomplish the following:

(1) Measure each hole in the seat track(s) for excessive wear. When checking these holes for wear, an allowance of 0.020 inches below the edge of the normal surface is permitted for the required measurement.

(i) If the wear dimension across any hole exceeds 0.36 inches but does not exceed 0.42 inches (see Figure 1), continue to measure each hole every 100 hours TIS for excessive wear.

(ii) If the wear dimension across any hole exceeds 0.42 inches, prior to further flight, replace the seat track.

(2) Visually inspect the seat rail holes for dirt and any debris, which may preclude engagement of the seat pin(s). Prior to further flight, remove any such material.

(3) Lift up on the forward edge of each seat to eliminate all vertical play. In this position, measure the depth of engagement of each seat pin. If the engagement of any pin is less than 0.15 inches (see Figure 2), prior to further flight, replace or repair necessary components to achieve a seat pin engagement of 0.15 inches or greater. If the track is worn, this dimension is measured from the worn surface, not the manufactured surface.

(4) Visually inspect seat rollers for flat spots. Assure all rollers and washers, which are meant to rotate, turn freely on their axle bolts (or bushings if installed). Prior to further flight, replace rollers having flat spots and any worn washers. If there is any binding between the bores of the rollers, washers, and axle bolts (or bushings if installed), prior to further flight, remove, clean, and reinstall these parts.

NOTE 2: Do not lubricate rollers, washers, axle bolts or bushings as the lubricant will attract dust and other particles which can cause binding.

(5) Measure the wall thicknesses of the roller housing and the tang (see Figure 2). If the tang thickness has worn to less than 1/2 the housing thickness, prior to further flight, replace the roller housing.

(6) Check the spring(s) that keep the lock pin(s) in position in the track holes for positive engagement action. Prior to further flight, replace any spring which does not provide positive engagement.

(7) Visually inspect the seat tracks for cracks in accordance with Cessna Single Engine Service Information Letter SE83-6, dated March 11, 1983. Prior to further flight, replace any seat rail exceeding the crack criteria as specified in SE83-6 with an airworthy rail.

(b) The options listed in AD 87-20-03 R1, Amendment 39-5863, for the temporary operation of the airplane are no longer an acceptable means of compliance with the requirements of this AD, but may be retained if desired.

(c) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished.

(d) Any parts replaced per this AD are exempt from the inspections required herein until such parts have attained 1,000 hours TIS.

(e) An alternate method of compliance or adjustment of the initial or repetitive compliance times, which provides an equivalent level of safety, may be approved by the Manager, Wichita Aircraft Certification Office, Federal Aviation Administration, 1801 Airport Road, Room 100, Wichita, Kansas 67209.

NOTE 3: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

All persons affected by this directive may obtain copies of the document referred to herein upon request to the Cessna Aircraft Company, Customer Service, P.O. Box 1521, Wichita, Kansas 67201; or may examine this document at the Federal Aviation Administration, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Airworthiness Directive 87-20-03 R2 revises AD 87-20-03 R1 (Amendment 39-5863) which revised AD 87-20-03 (Amendment 39-5729).

This amendment (39-6669, AD 87-20-03 R2) becomes effective on September 24, 1990.

87-20-03 R2

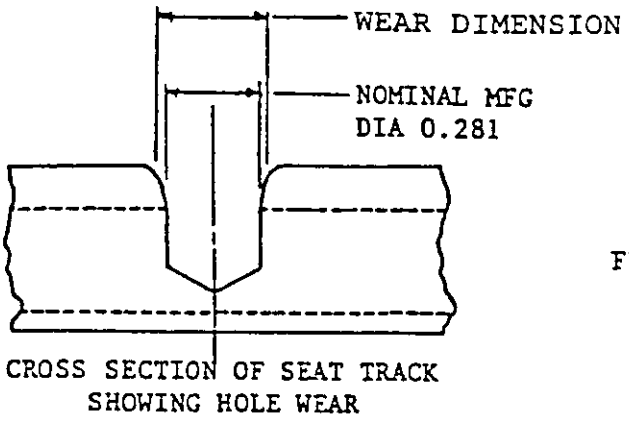

FIGURE 1

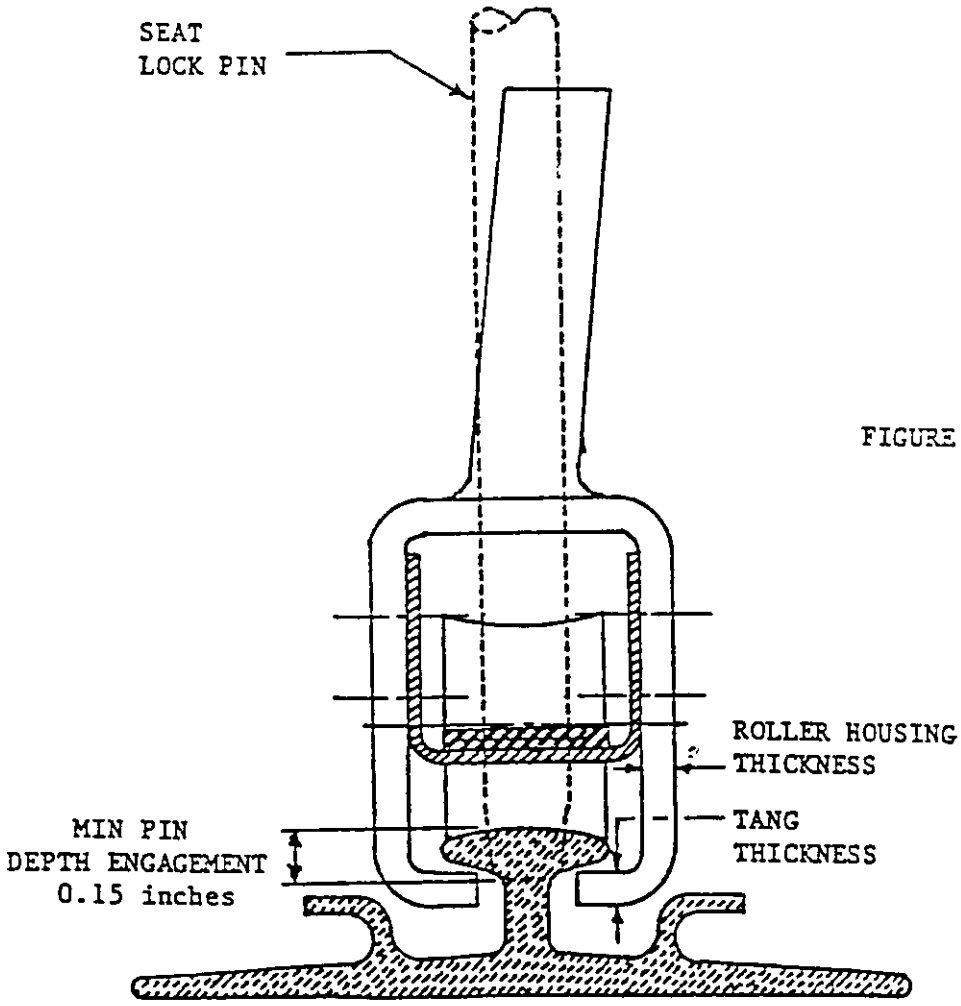

FIGURE 2