

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-033/2001

Datum vydání: 17. dubna 2001

LETOUN - ČEP HLAVNÍHO PODVOZKU - KONTROLA

Týká se: letadel Cessna 172RG vyrobených firmou Cessna Aircraft Company výrobních čísel 691 a 172RG0001 až 172RG1191, certifikovaných v kterékoliv kategorii.

Důvod vydání: zabránit tvorbě trhlin na čepích hlavního podvozku. Tyto trhliny mohou způsobit porušení čepů což může vést k poruchám vysunutí podvozku nebo ztrátě brzdného účinku.

Datum účinnosti: 14. června 2001.

Provést v termínech: Jak je popsáno v FAA AD 2001-06-06 od data účinnosti tohoto PZZ.

Postup provedení prací: Dle pokynů v FAA AD 2001-06-06 (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát – V. Fiala. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 2001-06-06.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

2001-06-06 CESSNA AIRCRAFT COMPANY: Amendment 39-12153; Docket No. 2000-CE-24-AD.

(a) What airplanes are affected by this AD? This AD affects Model 172RG, with the serial numbers 691 and 172RG0001 through 172RG1191, certified in any category.

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

(c) What problem does this AD address? The actions specified in this AD are intended to detect, correct, and prevent future cracks on the original design landing gear pivots. Cracked main landing gear pivots could fail, resulting in gear-up landings or loss of braking.

(d) What actions must I accomplish to address this problem? To address this problem, you must do the following, unless already done:

Actions	Compliance Times	Procedures
(1) Inspect the main landing gear pivot assemblies for cracks.	Within the next 100 hours time-in-service after the effective date of this AD.	Do this action following the ACCOMPLISHMENT INSTRUCTIONS in Cessna Service Bulletin SEB90-1, Revision 3, dated March 15, 1999, and the Model 172RG Series Service Manual.
(2) If you find cracks, replace the affected main landing gear pivot assembly with the part referenced in the service bulletin.	Before further flight after the inspection.	Do this action following the ACCOMPLISHMENT INSTRUCTIONS in Cessna Service Bulletin SEB90-1, Revision 3, dated March 15, 1999,

		and the Model 172RG Series Service Manual.
(3) Install new bushings on both main landing gear pivot assemblies using the applicable kit referenced in the service bulletin.	Before further flight after the inspection.	Do this action following the ACCOMPLISHMENT INSTRUCTIONS in Cessna Service Bulletin SEB90-1, Revision 3, dated March 15, 1999, and the Model 172RG Series Service Manual.

(e) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

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

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

Note: This AD applies to each airplane identified in paragraph (a) of this AD, 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) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance? Contact Steven Litke, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4127; 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 do the requirements of this AD.

(h) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done in accordance with Cessna Service Bulletin SEB90-1 (including accomplishment instructions), Revision 3, and Cessna Service Kit SK172-151, all dated March 15, 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 may 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 May 14, 2001.

FOR FURTHER INFORMATION CONTACT: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on March 13, 2001.

Larry E. Werth, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.