



Transport Canada
Aviation
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Regulation

Transports Canada
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aérienne

TP 7245E

No.	CF-87-15R2	1/3
Date	25 May 1993	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION 211 OF THE AIR REGULATIONS AND CHAPTER 503 OF THE AIRWORTHINESS MANUAL.

CF-87-15R2 CKSSNA

Applies to the following Cessna aircraft:

Models

150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H,
150J, 150K, 150L, 150M
A150K, A150L, A150M
152, A152
170, 170A, 170B
172, 172A, 172B, 172C, 172D, 172E, 172F, 172G,
172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q
P172D
R172E, R172F, R172G, R172H, R172J
R172K
172RG
175, 175A
175B, 175C
177, 177A, 177B, 177RG
180, 180A
180A, 180B, 180C
180D, 180E, 180F, 180G, 180H, 180J, 180K
182, 182A, 182B, 182C, 182D, 182E, 182F, 182G,
182H, 182J, 182K, 182L, 182M, 182N, 182P,
182Q, 182R, T182, R182, TR182
185, 185A, 185B, 185C, 185D, 185E, A185E, A185F
188, 188A, A188, A188A, 188B, A188B, T188C,
190, 195, 195A, 195B

206, U206, U206A, U206B, U206C, U206D, U206E,
U206F, U206G, TU206A, TU206B, TU206C, TU206D,
TU206E, TU206F, TU206G
P206, P206A, P206B, P206C, P206D, TP206A,
TP206B, TP206C, TP206D
P206E, TP206E
207, T207, 207A, T207A,
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
210-5 (205), 210-5A (205A)
336
337, 337A, 337B, 337C, 337D, 337E, 337F, 337G,
337H, T337B, T337C, T337D, T337E, T337F,
T337G, T337H, P337H, T337H-SP
T303
F150G, F150H, F150J, F150K, F150L, F150M,
FA150K, FA150L, FRA150L, FRA150M
FA152, F152
FP172

F172F, F172G, F172H, F172K, F172L, F172M,
F172N, F172P, FR172E, FR172F, FR172G, FR172H,
FR172J, FR172K
F177RG
F182P, F182Q
FR182
F337E, F337F, F337G, F337H
FP337

Serial Numbers

15059019 thru 15079405

A1500001 thru A1500734
All
18000 thru 27169
All

P17257120 thru P17257188
All
R1722000 thru R1723454
172RG0001 thru 172RG1191
55001 thru 56777
17556778 thru 17557119
All
30000 thru 32999
50000 thru 50911
18050912 thru 18053203
All

All
All
7001 thru 7999; 16000
thru 16183
All

P206-0001 thru P206-0603

P20600604 thru P20600647
All
All

205-0001 thru 205-0577
336-0001 thru 336-0195
All

All
All

All
FP172-0001 thru
FP172-0003
All

All
All
All
All
All
All

THIS AIRWORTHINESS DIRECTIVE MAY BE APPLICABLE TO AN AIRCRAFT MODEL WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE AIRWORTHINESS DIRECTIVES. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AIRWORTHINESS DIRECTIVE MAY INVALIDATE THE CERTIFICATE OF AIRWORTHINESS OR FLIGHT PERMIT OF YOUR AIRCRAFT.

For any address change, print new address on the envelope in which this directive was received and return to
Transport Canada, AARCC, Ottawa, Ontario, K1A 0N8 (full postage required).

24-0022 (02-93)

Compliance is required as follows:

- (a) For airplanes having less than 1,000 flight hours on the effective date of this airworthiness directive (AD), accomplish the AD requirements prior to the accumulation of 1,100 flight hours or at the next annual inspection after the accumulation of 1,000 flight hours, whichever comes first.
- (b) For airplanes having more than 1,000 flight hours on the effective date of this AD, accomplish the AD requirements within the next 100 flight hours or at the next annual inspection, whichever comes first.

Note: Compliance with paragraphs (a) and (b) above constitutes initial inspection that was required to be accomplished before 1 October 1988 by Revision 1 of this AD.

- (c) Following compliance with paragraphs (a) or (b) above, repeat the inspection requirements of this AD at intervals of 100 flight hours but not exceeding 12 months from the last AD inspections.

Note: The repetitive inspections required by paragraph (c) above must be continued even after the seat rails have been replaced per this AD.

To ensure 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:

1. 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.
2. At a point 0.02 inch below the top surface in the seat track(s), measure each hole for excessive wear. If the wear dimension across any hole exceeds 0.42 inch (see Figure 1a), replace the seat track prior to further flight.
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 inch (see Figure 1b), prior to further flight, replace or repair affected components to achieve a seat pin engagement of 0.15 inch 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. Ensure that all rollers and washers turn freely on their axle bolts (or bushings if installed) and move freely on the seat rails. 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: Do not lubricate rollers, washers, axle bolts or bushings, as the lubrication will attract dust and other particles which can cause binding.

5. Measure the wall thicknesses of the roller housing and the tang (see Figure 1b). If the tang thickness has worn to less than a half of the housing thickness, replace the roller housing prior to further flight.
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 11 March 1983. Prior to further flight, replace any seat rail exceeding the crack criteria as specified in SE83-6 with an airworthy rail.

A ferry flight permit to fly the aircraft to a location where the requirements of this directive can be accomplished, may be granted by application to your Transport Canada Aviation Regulation District Office.