

FAA Airworthiness Directive Compliance Record

Content Revision: 5/1/2015

File ID: N352JA'09

Aircraft Registration:

FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Category Cessna Aircraft Company Airframe						
Model LC42-550FG						
Part #: Serial #: 421005						
2004-06-09 5/3/2004 @ATP	To detect and correct chafing and wear of the fuel pressure transducer, which could result in failure of the,contd. @ATP	4/17/2009 106.6 ATT	N/A by serial number	Recur	N/A	1. J.A. Air Center. 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini <i>[Signature]</i>
2005-02-01 1/21/2005 @ATP	To prevent potential impact with terrain or obstruction during takeoff due to incorrect takeoff, contd. @ATP	4/17/2009 106.6 ATT	N/A by serial number	Once	N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini <i>[Signature]</i>
2006-25-08 12/21/2006 @ATP	To prevent a short circuit condition at the deice heater connector, which could result in damage to the wings, contd. @ATP	4/17/2009 106.6 ATT	N/A - STC SA02260CH is not installed	Once	N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini <i>[Signature]</i>
2007-07-06 R1 12/5/2008 @ATP	To prevent jamming in the aileron and elevator control systems, which could result in failure @ATP	4/25/2014 764.0 ATT	C/W by visual inspection of the ailerons IAW this AD and SB-07-002	Recur	4/25/2015 864.0	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini <i>[Signature]</i>
2009-09-09 5/11/2009 @ATP	To detect and correct damage, i.e., cracking, deformation, and discoloration, in the rudder hinges and the, contd. @ATP		Superseded by AD2011-03-04.	Recur		1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini <i>[Signature]</i>
2010-26-53 E 12/10/2010 @ATP	Superseded by 2010-26-54 @ATP		Superseded.	Once		1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe <i>[Signature]</i>

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Manufacturer Cessna Aircraft Company Category Airframe Model LC42-55DFG Part #: _____ Serial #: 421005						
2010-26-54 1/10/2011 @ATP	To prevent catastrophic failure of the wing due to disbonding of the wing skin from the wing spar @ATP		N/A by S/N	Once		1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe <i>[Signature]</i>
2011-03-04 3/14/2011 @ATP	To detect and correct damage, i.e., cracking, deformation, and discoloration, in the rudder hinges and the, contd. @ATP	11/20/2009 170.0	C/W by installing Lower hinge bracket P/N 2831350-9 and new upper and middle hinge brackets P/N 2831100-2 IAW paragraphs 4A - 4C	Recur	NO LONGER RECURRING	1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe <i>[Signature]</i>
2013-11-10 7/26/2013 @ATP	To ensure the proper use of main landing gear brakes @ATP	9/27/2013 704.8	C/W by inserting figures 1 and 2 and a copy of the AD in the POH IAW AD instructions.	Once	N/A	1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe <i>[Signature]</i>
2013-11-10 7/26/2013 @ATP	To ensure the proper use of main landing gear brakes @ATP	9/27/2013 704.8	C/W by inserting figures 1 and 2 and a copy of the AD in the POH IAW AD instructions.	Once	N/A	1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe <i>[Signature]</i>

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<p style="text-align: center;">Manufacturer Category Teledyne Continental Engine</p> <p style="text-align: center;">Model IO-550-N</p>						
00-00-01 1/22/2001 @ATP	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22 @ATP	4/17/2009 106.6 ETT	N/A by date of manufacture	Once	N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebecchini
86-13-04 R3 2/24/1988 @ATP	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE @ATP	4/17/2009 106.6 ETT	N/A by date of manufacture.	Recur	N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebecchini
88-03-06 4/15/1988 @ATP	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE @ATP	4/17/2009 106.6 ETT	N/A by date of manufacture	Once	N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebecchini
91-19-03 9/29/1991 @ATP	TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD. @ATP	4/17/2009 106.6 ETT	N/A by date of manufacture	Once	N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebecchini
93-10-02 8/12/1993 @ATP	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY @ATP	4/17/2009 106.6 ETT	N/A by date of manufacture	Once	N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebecchini
96-12-22 7/31/1996 @ATP	TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE CONTD. @ATP	4/17/2009 106.6 ETT	N/A by date of manufacture.	Recur	N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebecchini

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Manufacturer Teledyne Continental						
Category Engine						
Model IO-550-N						
Part #: Serial #: 691656						
99-09-17 L 4/22/1999	Superseded by 99-19-01		SUPERSEDED	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature: N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini
2000-08-51 E 4/28/2000	Superseded by 2000-23-21		SUPERSEDED	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature: N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini
2000-23-21 12/12/2000	To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd.	4/17/2009 106.6 ETT	N/A by date of manufacture	Once		1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini
©ATP	©ATP			©ATP	Signature: N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini
2004-08-10 5/5/2004	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused, contd.	4/17/2009 106.6 ETT	N/A - not modified by subject STC	Once		1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini
©ATP	©ATP			©ATP	Signature: N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini
2007-16-10 8/23/2007	To prevent the turbine rotor from separating from the shaft of the turbocharger due to a machining defect in the, contd.	4/17/2009 106.6 ETT	N/A - not modified by subject STC	Once		1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini
©ATP	©ATP			©ATP	Signature: N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini

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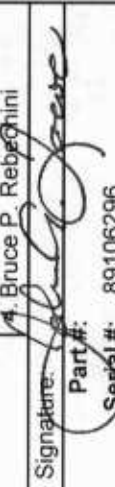
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File ID: N352JA'09		Model		2. Cert. Type		4. Author. By		
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time			
Category		Part #:						
Engine		IO-550-N						
2009-16-03 9/9/2009 @ATP	To prevent the separation of the cylinder head, which could result in immediate loss of engine power, possible, contd. @ATP		Superseded.	Recur		1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini		
2009-24-52 E 11/18/2009 @ATP	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane @ATP		Superseded	Once		1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebechini		
2010-11-04 6/16/2010 @ATP	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane @ATP	7/25/2012 609.2	N/A by date of manufacture and no lifters replaced.	Once		1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe		
2011-25-51 E 11/29/2011 @ATP	Superseded by 2012-10-13 @ATP		Superseded.	Once		1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe		
2012-03-06 C 2/24/2012 @ATP	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane @ATP	7/25/2012 609.2	N/A by fuel servo manufacturer.	Once		1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe		
2012-10-13 6/8/2012 @ATP	To prevent starter adapter gear shaft failure which could cause oil scavange pump failure and engine, contd. @ATP	7/25/2012 609.2	N/A by engine not turbo STC'd.	Once		1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe		
@ATP	@ATP		Superseded.	Once		1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe		

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Manufacturer Teledyne Continental						
Category Engine						
Model IO-550-N						
2014-05-29 4/25/2014	To prevent the separation of the cylinder head, damage to the engine, and damage to the airplane	5/15/2015 854.0	N/A by cylinders installed. Verified by research. Reference engine log entry 04/18/2014.	Recur		1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe
@ATP	@ATP			@ATP		Signature: 
Manufacturer McCauley						
Category Propeller						
Model D3A34C444						
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	4/17/2009 106.6 PTT	N/A - prop not returned to service by subject repair station	Once	N/A	1. J.A. Air Center 2. Certified Repair Station 3. NF2R029L 4. Bruce P. Rebecchini
@ATP	@ATP			@ATP		Signature: 
Manufacturer Garmin International						
Category Appliance						
Model GTX 33						
2005-01-19 2/23/2005	To prevent interrogating aircraft from possibly receiving inaccurate replies, due to suppression, contd.	4/11/2008 5.2	C/W at build.	Once		1. J.A. Air Center 2. CRS 3. NF2R029L 4. John A. Lowe
@ATP	@ATP			@ATP		Signature: 