

Model	Serial No.
(125) 337B	656, 337-0001, 337-0470, 337-0526 through 337-0568, and 337-0570 through 337-0755
(126) 337C	337-0756 through 337-0978
(127) 337D	337-0979 through 337-1193
(128) 337E	33701194 through 33701316
(129) T337B	337-0001, 337-0470, 337-0526 through 337-0568, and 37-0570 through 337-0755
(130) T337C	337-0756 through 337-0978
(131) T337D	337-0979 through 337-1193
(132) T337E	33701194 through 33701316

What Cessna Accessory Kits Are Affected by This AD?

(d) The following is a list of the affected Cessna accessory kits:

Cessna Accessory Kit

AK140-10
AK150-7
AK150-121
AK170-10
AK177-10
AK182-75
AK195-10

AK210-77
AK210-93
AK210-171
AK210-172
AK210-173
AK210-174
AK336-32
AK336-36
AK336-103

What Is the Unsafe Condition Presented in This AD?

(e) The actions specified in this AD are intended to prevent slippage of the pilot/co-pilot shoulder harness, which could result in failure of the shoulder harness to maintain proper belt length adjustment and tension. This failure could result in pilot/co-pilot injury.

What Must I Do to Address This Problem?

(f) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Inspect only the upper shoulder harness adjuster (part number (P/N) 443030-401) for the presence of a retainer spring.	Within the next 25 hours time-in-service (TIS) after the effective date of this AD.	Follow Cessna Single Engine Service Bulletin SEB86-8, Revision 1, and Cessna Multi-engine Service Bulletin MEB86-22, Revision 1, both dated July 28, 2003.
(2) If a retainer spring is found during the inspection of the upper shoulder harness adjuster (P/N 443030-401) required in paragraph (f)(1) of this AD: (i) remove the spring by cutting each side; and (ii) stamp out the -401 identification number.	Prior to further flight after the effective date of this AD.	Follow Cessna Single Engine Service Bulletin SEB86-8, Revision 1, and Cessna Multi-engine Service Bulletin MEB86-22, Revision 1, both dated July 28, 2003.
(3) If a retainer spring is not found during the inspection of the upper shoulder harness adjuster (P/N 443030-401) required in paragraph (f)(1) of this AD, make an entry in the airplane log book showing compliance with this AD.	Prior to further flight after the effective date of this AD.	Follow Cessna Single Engine Service Bulletin SEB86-8, Revision 1, and Cessna Multi-engine Service Bulletin MEB86-22, Revision 1, both dated July 28, 2003.
(4) Only incorporate Cessna Accessory Kits identified in paragraph (d) of this AD that have been inspected and modified in accordance with paragraphs (f)(1), (f)(2), (f)(2)(i), and (f)(2)(ii) of this AD.	As of the effective date of this AD	Follow Cessna Single Engine Service Bulletin SEB86-8, Revision 1, and Cessna Multi-engine Service Bulletin MEB86-22, Revision 1, both dated July 28, 2003.

(g) If you did the actions of this AD using Cessna Single Engine Service Bulletin SEB86-8 and Cessna Multi-engine Service Bulletin MEB86-22, both dated November 21, 1986, no further action is required as long as you used shoulder harness adjuster, P/N 443030-401.

May I Request an Alternative Method of Compliance?

(h) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.13. Send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Gary D. Park, Aerospace Engineer, FAA, Wichita Aircraft Certification Office,

1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4123; facsimile: (316) 946-4107.

May I Get Copies of the Documents Referenced in This AD?

(i) You may get copies of the documents referenced in this AD from Cessna Aircraft Company, Product Support P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006. You may view these documents at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on November 6, 2003.

Scott L. Sedgwick,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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