

The AD supersedes AD 79-10-08, Amendment 39-3470 (44 FR 27977).  
This amendment becomes effective January 29, 1980.

**80-04-08 CESSNA** (including Reims Aviation): Amendment 39-3696. Applies to the following models and serial numbers airplanes certificated in all categories:

Model 172N (Serial Numbers 17267585 thru 17273278 except 17269319, 17271634, 17271639, 17272091, 17272097, 17272104, 17272105, 17272109, 17272113, 17272121, 17272125, 17272127, 17272130, 17272143, 17272165, 17272166, 17272179 thru 17272181, 17272192, 17272208, 17272211, 17272225, 17272229, 17272233, 17272235, 17272237, 17272240, 17272244 thru 17272246, 17272250, 17272255, 17272258, 17272259, 17272263, 17272264, 17272268, 17272274, 17272276, 17272277, 17272287, 17272292, 17272293, 17272306, 17272308, 17272309, 17272314, 17272335, 17272337, 17272347, 17272348, 17272351, 17272352, 17272369, 17272370, 17272375, 17272378, 17272389, 17272390, 17272395, 17272396, 17272401, 17272408, 17272409, 17272412, 17272414, 17272421, 17272422, 17272428, 17272430, 17272436, 17272441, 17272442, 17272450, 17272459, 17272462, 17272463, 17272472, 17272477, 17272478, 17272490, 17272491, 17272494, 17272500, 17272506, 17272511, 17272513, 17272514, 17272538, 17272540, 17272547, 17272551, 17272556, 17272567, 17272571, 17272573, 17272574, 17272577, 17272578, 17272583, 17272584, 17272592, 17272601, 17272602, 17272608, 17272609, 17272615, 17272620, 17272626, 17272627, 17272630, 17272631, 17272635 thru 17272637, 17272639, 17272640, 17272644 thru 17272646, 17272650 thru 17272661, 17272663, 17272664, 17272666 thru 17272669, 17272671 and 17272673 thru 17272714) airplanes and;

Model R172K (Serial Numbers R1722000 thru R1723254 except R1722967, R1722986, R1723086, R1723087, R1723090, R1723154, R1723156, and R1723158 thru R1723166) airplanes;

Model F172N (Serial Numbers F17201515 thru F17202029) airplanes; and

Model FR172K (Serial Numbers FR17200531 thru FR17200660) airplanes.

**COMPLIANCE:** Required as indicated, unless previously accomplished.

To preclude the possibility of a fuel leak or an in-flight fire due to contact between a map light switch and an adjacent fuel line, within the next 25 hours time-in-service after the effective date of this AD accomplish the following:

1) Visually inspect the fuel line and map light switch located in the left hand forward door post for chafing or arcing and replace damaged parts as necessary. If not already existing, provide at least .50 inch clearance between the map light switch and the fuel line in accordance with procedures in FAA Advisory Circular 43.13-1A.

2) Install a cover (insulator), Cessna Part Number 0511080-1, over the map light switch in accordance with Cessna Single Engine Service Information Letter SE80-3 and Supplement #1 thereto, or both dated January 21, 1980.

3) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished, providing the map light is not used during this flight.

4) Any equivalent method of compliance with this Airworthiness Directive must be approved by the Chief, Wichita Engineering and Manufacturing District Office, Federal Aviation Administration, Room 238, Terminal Building, Mid-Continent Airport, Wichita, Kansas 67209.

This amendment becomes effective February 16, 1980.