

2009-10-09 R1 Cessna Aircraft Company: Amendment 39-16074; Docket No. FAA-2007-27747; Directorate Identifier 2007-CE-030-AD.

Effective Date

(a) This AD becomes effective on December 11, 2009.

Affected ADs

(b) This AD revises AD 2009-10-09, Amendment 39-15904.

Applicability

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

Models	Serial Numbers
(1) 150F	15061533 through 15064532
(2) 150G	15064533 through 15064969 and 15064971 through 15067198
(3) 150H	15067199 through 15069308 and 649
(4) 150J	15069309 through 15071128
(5) 150K	15071129 through 15072003
(6) 150L	15072004 through 15075781
(7) 150M	15075782 through 15079405
(8) A150K	A1500001 through A1500226
(9) A150L	A1500227 through A1500432 and A1500434 through A1500523
(10) A150M	A1500524 through A1500734 and 15064970
(11) F150F	F150-0001 through F150-0067
(12) F150G	F150-0068 through F150-0219
(13) F150H	F150-0220 through F150-0389
(14) F150J	F150-0390 through F150-0529
(15) F150K	F15000530 through F15000658
(16) F150L	F15000659 through F15001143
(17) F150M	F15001144 through F15001428
(18) FA150K	FA1500001 through FA1500081
(19) FA150L	FA1500082 through FA1500120
(20) FA150L or FRA150L	FA1500121 through FA1500261 that are equipped with FKA150-2311 and FKA150-2316, or FRA1500121 through FRA1500261

(21) FA150M or FRA150M	FA1500262 through FA1500336 that are equipped with FKA150-2311 and FKA150-2316, or FRA1500262 through FRA1500336
(22) 152	15279406 through 15286033
(23) A152	A1520735 through A1521049, A1500433, and 681
(24) F152	F15201429 through F15201980
(25) FA152	FA1520337 through FA1520425

Note: This AD revision clarifies the applicability of AD 2009- 10-09, eliminates a duplicate requirement for replacement of safety wire with jamnuts, and clarifies the intent of the conditional acceptability of using modification kit P/N SK152-25 as a terminating requirement to the AD. No further action is required for those already in compliance with AD 2009-10-09.

Unsafe Condition

(d) Aircraft in full conformity with type design can exceed the travel limits set by the rudder stops. We are issuing this AD to prevent the rudder from traveling past the normal travel limit. Operation in this non-certificated control position is unacceptable and could cause undesirable consequences, such as contact between the rudder and the elevator.

Compliance

(e) To address this problem, you must do either the actions in option 1 or option 2 of this AD, unless already done:

Actions	Compliance	Procedures
<p>(1) <u>Option 1</u>: For all airplanes that do not have modification kits part number (P/N) SK152-25A or P/N SK152-24A installed, do the following:</p> <p>(i) Insert the following text into the Limitations section of the FAA-approved airplane flight manual (AFM), and pilots operating handbook (POH): “INTENTIONAL SPINS AND OTHER ACROBATIC /AEROBATIC MANEUVERS PROHIBITED PER AD 2009-10-09. NOTE: THIS AD DOES NOT PROHIBIT PERFORMING INTENTIONAL STALLS.”</p>	<p>Within the next 100 hours time-in-service (TIS) after June 17, 2009 (the effective date retained from AD 2009-10-09), or within the next 12 months after June 17, 2009 (the effective date retained from AD 2009-10-09), whichever occurs first.</p>	<p>A person authorized to perform maintenance as specified in 14 CFR section 43.3 of the Federal Aviation Administration Regulations (14 CFR 43.3) is required to make the AFM and POH changes, fabricate the placard required in paragraph (e)(1)(i) of this AD, and make an entry into the aircraft logbook showing compliance with the portion of the AD per compliance with 14 CFR 43.9.</p>

<p>(ii) Fabricate a placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot's clear view: "INTENTIONAL SPINS AND OTHER ACROBATIC/AEROBATIC MANEUVERS PROHIBITED PER AD 2009-10-09."</p> <p>(iii) The AFM and POH limitations in paragraph (e)(1)(i) of the AD and the placard in paragraph (e)(1)(ii) of this AD may be removed after either paragraph (e)(2)(i) or paragraph (e)(2)(ii) of this AD is done.</p>		
<p>(2) <u>Option 2</u>: Install a rudder stop modification kit:</p> <p>(i) For airplanes with a forged bulkhead, replace the rudder stops, rudder stop bumpers, and attachment hardware with the new rudder stop modification kit P/N SK152-25A, which includes replacing the safety wire with jamnuts.</p> <p>(ii) For airplanes with a sheet metal bulkhead, replace the rudder stops, rudder stop bumpers, and attachment hardware with the new rudder stop modification kit P/N SK152-24A, which includes replacing the safety wire with jamnuts.</p>	<p>Within the next 100 hours TIS after June 17, 2009 (the effective date retained from AD 2009-10-09), or within the next 12 months after June 17, 2009 (the effective date retained from AD 2009-10-09), whichever occurs first.</p>	<p>Follow Cessna Aircraft Company Service Bulletin SEB01-1, dated January 22, 2001; and, as applicable, either Cessna Aircraft Company Service Kit SK152-25A, Revision A, dated February 9, 2001, or Cessna Aircraft Company Service Kit SK152-24A, Revision A, dated March 9, 2001.</p>

(f) Kit P/Ns SK152-24 and SK152-25, which are listed in SEB01-1, were superseded by kit P/Ns SK152-24A and SK152-25A. Cessna has not revised the service bulletin to reflect the new P/Ns. The kits P/Ns SK152-24 and SK152-25 will automatically be filled with P/Ns SK152-24A and SK152-25A, respectively.

(1) The P/N SK152-24 kit does not address the unsafe condition because the nutplate in the kit can not be used due to rivet spacing on the aft bulkhead. In addition, a note was added to kit P/N SK152-24A stating "some airplanes in this serial range may have a forged bulkhead installed after leaving the factory. Service Kit SK152-25A or later revision must be used to modify these airplanes." Therefore, kit P/N SK152-24 is not allowed for installation for this AD.

(2) The P/N SK152-25 kit did not address the unsafe condition because a washer that was too small, P/N NAS1149FN832P, was included in the kit. This error was corrected in the P/N SK152-25A kit. If a P/N SK152-25 kit is installed using the correct washer P/N NAS1149F0332P (and this information is recorded in the maintenance log), credit will be given for installing P/N SK152-25A kit because this was the only difference between the kits.

(3) If you previously installed a kit P/N SK152-24 or a kit P/N SK152-25 with washer P/N NAS1149FN832P, and you choose the Option 2 kit installation to comply with this AD, then kit P/N SK152-24A or either kit P/N SK152-25 with washer P/N NAS1149F0332P or kit P/N SK152-25A, as applicable, must be installed.

(4) If a P/N SK152-25 kit was installed prior to this AD and the washer P/N used in the installation is unknown (not recorded in the maintenance log), and you wish to use Option 2 to comply with this AD, the installed washer must be replaced with a P/N NAS1149F0332P washer, and this work must be recorded in the maintenance log.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, FAA, ATTN: Ann Johnson, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4105; fax: (316) 946-4107; e-mail: ann.johnson@faa.gov, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(h) AMOCs approved for AD 2009-10-09 are approved for this AD.

Material Incorporated by Reference

(i) If you choose to comply with this AD using paragraph (e)(2) of this AD, you must use Cessna Aircraft Company Service Bulletin SEB01-1, dated January 22, 2001; and, as applicable, either Cessna Aircraft Company Service Kit SK152-25A, Revision A, dated February 9, 2001; or Cessna Aircraft Company Service Kit SK152-24A, Revision A, dated March 9, 2001, to do the actions required by this AD, unless the AD specifies otherwise.

(1) On June 17, 2009 (74 FR 22429, May 13, 2009), the Director of the Federal Register approved the incorporation by reference of Cessna Aircraft Company Service Bulletin SEB01-1, dated January 22, 2001; Cessna Aircraft Company Service Kit SK152-25A, Revision A, dated February 9, 2001; and Cessna Aircraft Company Service Kit SK152-24A, Revision A, dated March 9, 2001 under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.