

Airworthiness Directive Schedule

Aeroplanes

Cessna 150 and 152 Series

29 September 2011

- Notes:** 1. This AD schedule is applicable to Cessna aircraft manufactured under the following Type Certificate Numbers:

Aeroplane Models:	Type Certificate Number:
150	FAA TC No. 3A19
150A	FAA TC No. 3A19
150B	FAA TC No. 3A19
150C	FAA TC No. 3A19
150D	FAA TC No. 3A19
150E	FAA TC No. 3A19
150F	FAA TC No. 3A19
150G	FAA TC No. 3A19
150H	FAA TC No. 3A19
150J	FAA TC No. 3A19
150K	FAA TC No. 3A19
150L	FAA TC No. 3A19
150M	FAA TC No. 3A19
A150K	FAA TC No. 3A19
A150L	FAA TC No. 3A19
A150M	FAA TC No. 3A19
152	FAA TC No. 3A19
A152	FAA TC No. 3A19
F152	DGAC TC No. 38
FA152	DGAC TC No. 38
FRA150L	DGAC TC No. 38

2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.
State of Design ADs can be obtained directly from the FAA website at: [Dynamic Regulatory System \(faa.gov\)](http://www.faa.gov/dynamic_regulatory_system)
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *
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DCA/CESS150/101 Cancelled

DCA/CESS150/102 Safety Belt Attach Bracket Nutplate - Modification

Applicability: Model 150 Series S/N 15059019 through 15060772

Requirement: Comply with Cessna Service Letter 64-58-2

Compliance: Next periodic inspection

Effective Date: 31 December 1964

DCA/CESS150/103 Cancelled

DCA/CESS150/104 Cancelled: Purpose fulfilled

DCA/CESS150/105 Cancelled

DCA/CESS150/106 Cancelled: Purpose fulfilled

DCA/CESS150/107 Cancelled: Once only inspection, purpose fulfilled

DCA/CESS150/108 Cancelled: Once only inspection, purpose fulfilled

DCA/CESS150/109 Rudder Spar - Inspection and Modification

Applicability: Model 150 Series S/N 17001 through 15059362

Requirement: Comply with Cessna Service Letter 150-27-1

Compliance: Every 100 hours TIS until modified

Effective Date: 31 March 1962

DCA/CESS150/110 Cancelled: Once only inspection, purpose fulfilled

DCA/CESS150/111 Landing Gear Bulkhead - Inspection

Applicability: Model 150 Series S/N 17001 through 15059379

Requirement: Comply with Cessna Service Letter 150-28

Compliance: Within the next 500 hours TIS and thereafter at intervals not exceeding 300 hours TIS

Effective Date: 31 March 1962

DCA/CESS150/112 Cancelled: Once only inspection, purpose fulfilled

DCA/CESS150/113 Lower Rudder Spar - Inspection and Modification

Applicability: Model 150 Series S/N 17001 through 15060985

Requirement: Comply with Cessna Service Letter 65-10-2

Compliance: Every 100 hours TIS until modified

Effective Date: 31 January 1965

DCA/CESS150/114 Pulley Bracket Stiffener - Modification

Applicability: Model 150 Series S/N 15060088 through 15061057
Requirement: Comply with Cessna Service Letter 65-10-1
Compliance: Next periodic inspection
Effective Date: 31 January 1965

DCA/CESS150/115 Cancelled**DCA/CESS150/116 Cancelled: Once only inspection, purpose fulfilled****DCA/CESS150/117 Seat Belt Attachment - Modification**

Applicability: Model 150 Series S/N 15061533 through 15062490
 Model F150 Series S/N F150-0001 through F150-007
Requirement: Comply with Cessna Service Letter 66-8-1
Compliance: By July 1966

DCA/CESS150/118 Glove Box - Modification

Applicability: Model 150 Series S/N 15064533 through 15067891
Requirement: Comply with Cessna SESL SE 68-16
 (FAA AD 67-31-04 refers)
Compliance: Before further flight
Effective Date: 28 February 1969

DCA/CESS150/119B Electric Flap Actuator – Inspection, Maintenance and Modification

Applicability: Model 150F, G, H, J, K and L aircraft, S/Ns 15061533 through 15072629
 Model F150F, G, H, J, K and L aircraft, S/Ns F15000001 through F15000738
 Model A150K and L aircraft, S/Ns A1500001 through A1500277
 Model FA150K and L aircraft, S/Ns FA1500001 through FA1500161

Requirement: To prevent inadvertent retraction of the wing flaps and to insure positive operation of the electrical wing flap actuators, accomplish the following:

1. On all aircraft with more than 100 hours TTIS up to 500 hours TTIS, inspect the actuator jack screw for condition of lubricant and presence of contamination and scale, per the procedure in Cessna Service Letter SE70-16, supplement one, dated 10 July 1970.

 If any of the conditions prescribed in the inspection criteria are noted, remove, clean and relubricate the actuator jack screw, per Cessna Service Letter SE70-16, dated 12 June 1970, prior to further flight.
2. On all aircraft with more than 500 hours TTIS, remove, clean and relubricate the actuator jack screw, per the procedure in SL SE70-16.
3. Modify the aircraft per Cessna Service Letter SE72-2, dated 21 January 1972, and Cessna Service Letter SE72-2, supplement one, dated 24 March 1972, or alternatively Cessna Service Letter SE72-17, revision 1, dated 12 January 1973.

Note 1: The snubbers installed on certain aircraft, per SL SE72-2, supplement one, are not required with actuators specified by SL SE72-17, revision 1.

(FAA AD 72-03-03 R3 refers)

Note 2: Modification of the aircraft per requirement three, is a terminating action to the requirements one and two of this AD.

Compliance:

1. Within the next 25 hours TIS, unless already accomplished within the previous 75 hours TIS, and thereafter at intervals not to exceed 100 hours TIS.
2. Within the next 25 hours TIS, unless already accomplished within the previous 75 hours TIS, and thereafter at intervals not to exceed 12 months or at each annual inspection, whichever occurs sooner.
3. By 1 December 2006, unless already accomplished.

Effective Date: DCA/CESS150/119A - 28 February 1969
DCA/CESS150/119B - 1 December 2005

DCA/CESS150/120 Stall Warning Horn - Modification

Applicability: Model 150 Series S/N 15061533 through 15069308
Model F150 Series S/N F150-00001 and up

Requirement: Comply with Cessna SESL SE 68-22 and Supl. 1.
(FAA AD 68-17-04 refers)

Compliance: Within the next 10 hours TIS

Effective Date: 28 February 1969

DCA/CESS150/121 Exhaust System - Inspection and Replacement

Applicability: Model 150 Series S/N 17001 through 15061328
which have not been modified in accordance with Cessna SL 65-72
(FAA AD 67-03-01 refers)

Requirement: Inspect the right hand exhaust cabin heat exchanger for cracks by conducting a pressure test of 1½ PSI in accordance with Cessna 100 series Service Manual. Replace any found cracked with an exchanger inspected in accordance with this requirement and found free of cracks. Conduct a ground test with a carbon monoxide indicator by heading the aircraft into wind, warming the engine on the ground, advancing the throttle to full static rpm with cabin heater "ON" and taking carbon monoxide readings of the heated air stream at the cabin heater deflector P/N 0411824, on the fire wall inside the cabin.

Compliance: Within the next 50 hours TIS and thereafter at intervals not exceeding 100 hours TIS until modified.

Effective Date: 28 February 1969

DCA/CESS150/122 Horizontal Stabiliser Attachment - Inspection

Applicability: Model 150 Series S/N 15061533 through 15069190
Model F150 Series S/N F150-0001 through F150-0416

Requirement: Comply with Cessna SESL SE 68-32

Compliance: Every 100 hours TIS until modified in accordance with SK 150-33.

Effective Date: 31 May 1969

DCA/CESS150/123 Nose Gear Fork - Inspection and Modification

- Applicability:** Model 150 Series S/N 17001 through 15059730
- Requirement:** Comply with Cessna SESL SE 71-34
(FAA AD 71-22-02 refers)
- Compliance:** Inspect every 100 hours TIS until modified in accordance with Cessna service kit SK150-11 or approved equivalent
- Effective Date:** 31 December 1971

DCA/CESS150/124A Flap Actuator - Modification and Inspection

- Applicability:** Model 150 Series S/N 15061533 through 15072629
Model A150 Series S/N A15000001 through A15000277
Model F150 Series S/N F1500001 through F15000738
Model FA150 Series S/N FA1500001 through FA1500277
Model FRA150 Series S/N FRA1500122 through FRA1500161
- Requirement:** Comply with Cessna SESL SE 72-2 & Supl 1
- Compliance:** 1. Modification by 1 January 1973
2. Inspection every 100 hours TIS or annually post modification.
- Effective Date:** DCA/CESS150/124 - 31 March 1972
DCA/CESS150/124A - 20 December 1996

DCA/CESS150/125 Wing Flap Actuator Ball Nut Assembly - Inspection, Placard and Replacement

- Applicability:** Model 150 Series S/N 15078687 through 15078998
Model A150 Series S/N A1500697 through A1500711
- Requirement:** Inspect and replace per. Cessna SE 76-25
(FAA AD 77-02-09 refers)
- If the date code stamp on the actuator is OH, HH, WH or ZH, install a placard near the flap control which reads:
"FLAP EXTENSION PROHIBITED",
Until the ball nut assembly has been replaced per Cessna SESL SE 76-25
- Compliance:** Inspection - before further flight, unless already accomplished. If assembly found defective, placard as above before further flight and replace assembly within next 50 hours TIS
- Effective Date:** 18 February 1977

DCA/CESS150/126D Seat Frame - Modification

- Applicability:** Model A150 Series S/N A1500277 through A1500647
Model FRA150 Series S/N FRA1500167 through FRA1500291.
- Requirement:** Embody Cessna service kit SK150-54 revision B or later per SESL SE 77-40.
- Compliance:** Within next 100 hours TIS.
- Effective Date:** DCA/CESS150/126C - 20 December 1996
DCA/CESS150/126D - 12 March 1999

DCA/CESS150/127D Vertical Fin Attachment Nutplates – Inspection and Replacement

Applicability: Model 150F, 150G, 150H, 150J, 150K, 150L and 150M aircraft, S/Ns 15061533 through 15079405.

Model A150K, A150L and A150M aircraft, S/Ns A1500001 through A1500734.

Model 152 aircraft, S/Ns 15279406 through 15284541.

Model A152 aircraft, S/Ns A1520735 through A1520943.

Model F150F, F150G, F150H and F150J aircraft, S/Ns F150-0001 through F150-0529.

Model F150K, F150L and F150M aircraft, S/Ns F15000530 through F15001428.

Model FA150K and FA150L aircraft, S/Ns FA1500001 through FA1500120.

Model FRA150L and FRA150M aircraft, S/Ns FRA1500262 through FRA1500336.

Model F152 aircraft, S/Ns F15201429 through F15201803.

Model FA152 aircraft, S/Ns FA1520337 through FA1520372.

Requirement: To detect cracked nutplates P/N NAS 1068A4 which could result in separation of the vertical and/or horizontal tail assembly accomplish the following:

Using a suitable light and mirror visually inspect the eight nutplates P/N NAS 1068A4 installed on the vertical fin aft attach bracket P/N 0432004-9 for cracks, per Cessna Single Engine Service Information Letter (SESIL) No. SE 79-49 revision 1.

Replace defective parts, before further flight.

(FAA AD 80-11-04 refers)

Note: The replacement of nutplates P/N NAS 1068A4 with nuts P/Ns AN365-428, MS20365-428, MS21042L4 or MS21044N4 is a terminating action to the requirement of this AD.

Compliance: Inspect within the next 100 hours TIS, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS until nutplates P/N NAS 1068A4 are replaced with nuts P/Ns AN365-428, MS20365-428, MS21042L4 or MS21044N4.

Effective Date: DCA/CESS150/127B - 27 August 1982
DCA/CESS150/127C - 22 October 1999
DCA/CESS150/127D - 26 October 2006

DCA/CESS150/128A Muffler Assembly - Inspection

Applicability: Model 152 Series S/N 15279406 through 15282919

Model A152 Series S/N A1520735 through A1520845

Model F152 Series S/N F15201429 through F15201547

Model FA152 Series S/N FA1520337 through FA1520350

with internally baffled KMR industries muffler assemblies with S/N 1 through 3999, or any S/N having prefix or suffix 'R'

Requirement: Part 1. Lock cabin heat in off position per Cessna SESL SE 78-71 para A3A.

Part 2. Inspect heat exchanger per SE 78-71 paras A3 B1 and B2 and replace any found cracked per para S3, B3 and B4, or accomplish temporary repair per para D

(FAA AD 79-02-06 refers)

Compliance: Part 1. Before further flight unless already accomplished.

Part 2. Within next 10 hours TIS, unless already accomplished and thereafter at intervals not exceeding 50 hours TIS until KMR industries heat exchanger can S/N 4000 or above installed and Cessna service kit 152-3 embodied. The cabin heat system may then be reactivated.

Effective Date: DCA/CESS150/128 - 12 January 1979
DCA/CESS150/128A - 22 February 1980

DCA/CESS150/129 Vertical Fin Attachment Bkts.- Inspection and Modification

Applicability: Model 150 Series S/N 15077789 through 15079405
Model F150 Series S/N F1500285 through F15001428
Model A150 Series S/N A1500654 through A1500734
Model FRA150 Series S/N FRA1500285 through FRA1500336
Model 152 Series S/N 15279406 through 15282617
Model F152 Series S/N F15201429 through F15201536
Model A152 Series S/N A1520735 through A1520833
Model FA152 Series S/N FA1520337 through FA1520348

Requirement: Inspect fittings on models 150 and 152. Replace fittings on models A150, FRA150, A152 and FA152 per Cessna SESL SE 78-62.
(FAA AD 78-25-07 refers)

Compliance: Inspection - At intervals not exceeding 100 hours TIS. Modification - within next 25 hours TIS unless already accomplished.

Effective Date: 12 January 1979

DCA/CESS150/130A Fuel Cap - Modification

Applicability: Model 150 Series S/N 17001 through 17999 and S/N 59001 through 15077005
Model A150 Series S/N A1500001 through A1500609
Model F150 Series S/N F150-0001 through F15001248
Model FA150 Series S/N FA1500001 through FA1500120
Model FRA150 Series S/N FRA1500121 through FRA1500281

Requirement: Fit vented fuel caps with related adapters and fuel servicing placards per Cessna SEB 92-27.
(FAA AD 79-10-14 R1 refers)

Compliance: Within next 100 hours TIS unless already accomplished

Effective Date: DCA/CESS150/130 - 23 March 1979
DCA/CESS150/130A - 20 December 1996

DCA/CESS150/131 Electrical System - Modification

Applicability: Model 150 Series S/N 15065062 through 15075564
Model A150 Series S/N A15000001 through A15000480

Requirement: To prevent inflight electrical system failure, smoke in cockpit and/or fire in wire bundle behind instrument panel, accomplish the following:

Disconnect at ammeter or electrical system bus, as applicable, wire which connects bus to cigar lighter receptacle (wire is connected to either the bus side, or equipment side of a circuit breaker, or to the ammeter) then either:

1. Reconnect wire to bus using an existing or newly installed circuit protection device properly rated for wire gauge used, or
2. Disconnect wire from lighter receptacle and remove it from aircraft, or
3. Insulate disconnected end of wire and secure it to bundle in which it is routed

(FAA AD 79-08-03 refers)

Note: FAA AC43.13-1A contains guidance information on wire gauge/circuit protection device ratings

Compliance: Within next 100 hours TIS

Effective Date: 29 June 1979

DCA/CESS150/132 Flap Actuator - Modification

Applicability: Model 152 Series S/N 15279406 through 15284080
 Model A152 Series S/N A1520735 through A1520919
 Model F152 Series S/N 15201429 through F15201798
 Model FA152 Series S/N FA15200337 through FA15200372

Requirement: Install new mechanical stop nut per Cessna SESIL SE 79-57 or replacement actuator P/N C301002-0110.

(FAA AD 80-01-06 refers)

Compliance: Within next 50 hours TIS

Effective Date: 22 February 1980

DCA/CESS150/133 Flap Cable Installation - Modification

Applicability: Model 150 Series S/N 15078506 through 15079405
 Model A150 Series S/N A1500685 through A1500734
 Model F150 Series S/N F15001339 through F15001428
 Model FRA150 Series S/N 1500312 through FRA1500336
 Model 152 Series S/N 15279406 through 15283354
 Model A152 Series S/N A1520735 through A1520867
 Model FA152 Series S/N FA1520337 through FA1520357

Requirement: Embody Cessna service kit SK172-60A per Cessna SESIL SE 79-16 Supl 1.

(FAA AD 80-06-03 refers)

Compliance: Prior to accumulation of 1000 hours TTIS. Aircraft with 900 hours or more TIS, within next 100 hours TIS

Effective Date: 18 April 1980

DCA/CESS150/134A Aileron Hinge Pin Installation - Inspection

Applicability: Models 152 Series S/N 15282032 through 15285783
Model A152 Series S/N A1520809 through A1521022
Model F152 Series S/N F15201529 through F15201936
Model FA152 Series S/N FA1520348 through FA1520382
as respectively detailed in Cessna SIL SE 83-18

Requirement: Inspect per Cessna SIL SE 83-18 and rectify defective installations as prescribed.
(FAA AD 83-22-06 refers)

Compliance: Within next 100 hours TIS unless already accomplished

Effective Date: DCA/CESS150/134 - 16 December 1983
DCA/CESS150/134A - 20 December 1996

DCA/CESS150/135A Cancelled – DCA/CESS150/144 refers

Effective Date: 30 June 2011

DCA/CESS150/136 Instrument Panel Light Rheostat - Replacement

Applicability: Model 150 Series S/N 15061533 through 15071128
Model F150 Series S/N F150-0001 through F150-0529.

Requirement: To prevent an in-flight fire caused by a short circuit in the electrical wiring controlled by the instrument panel light dimming rheostat, accomplish the following:-
Replace the existing rheostat with one of improved design that is current limited and heat protected, P/N RD-0015H-1600, refer Cessna SEB92-33R2.
(FAA AD 93-24-15 refers)

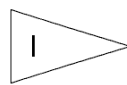
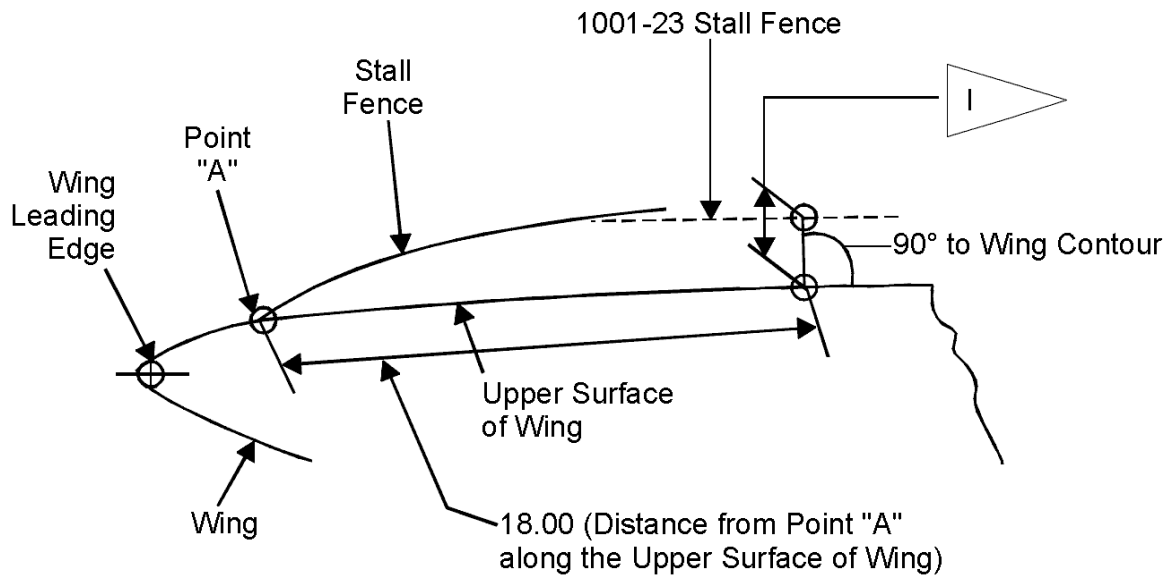
Compliance: By 30 September 1994

Effective Date: 18 March 1994

DCA/CESS150/137 Short Takeoff and Landing Kit - Inspection

Applicability: Model 150 series, A150 series, 152 and A152 fitted with a Bush Conversions Inc, Short Takeoff and Landing (STOL) kit per STC SA1371SW.

Requirement: To prevent the aircraft entering a stall condition because of improper wing stall fence height which could result in loss of control of the aircraft, accomplish the following:-
Measure the height of the wing stall fence at its trailing edge to ensure that its height does not exceed 1.28 inches. (see diagram).



If Stall Fence is 1.16 ± 0.12 High
that is correct height for Cessna 150/152.

If Greater Than 1.28 high
Remove Stall Fences and Install the Correct One.

Figure 1
Mid-America Dwg No.1001
(STC SA1371 SW)

If the height of the wing stall fence exceeds 1.28 inches, prior to further flight, install a smaller fence in accordance with instructions obtained from the Civil Aviation Authority.

(FAA AD 96-12-23 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 2 August 1996

DCA/CESS150/138 Wing Spar Attachment - Modification

Applicability: Model 150 Series S/N 15074635 through 15074799
Model A150 Series S/N A1500415 through 1500427

Requirement: Comply with Cessna SESL SE 73-20
(FAA AD 73-23-07 refers)

Compliance: Within the next 50 hours TIS

Effective Date: 20 December 1996

DCA/CESS150/139 Fuel, Oil or Hydraulic Hose - Removal

Applicability: All model 150, A150, F150, 152, A152 and F152 series.

Requirement: To prevent fuel, oil or hydraulic systems failure caused by a collapsed hose, check the aircraft maintenance records for any fuel, oil or hydraulic hose, Cessna P/N S51-10, replaced between March 1995 and 14 March 1997. If any fuel, oil or hydraulic hose, Cessna P/N S51-10, has been replaced between March 1995 and 14 March 1997, accomplish the following:-

Before further flight physically check for a diagonal or spiral external reinforcement wrap per Cessna SB SEB96-15. Replace any P/N S51-10 hose that has a diagonal or spiral pattern external reinforcement wrap with a P/N S51-10 hose that has a criss-cross pattern external wrap per SB SEB96-15.

(FAA AD 97-01-13 refers)

Compliance: Within next 60 hours TIS or 60 days, whichever is the sooner.

Effective Date: 14 March 1997

DCA/CESS150/140 Fuel Strainer Assembly – Inspection

Applicability: Models 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, A-150L, A-A150L, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, FA150M, FRA150L, FRA150M, 152, A152, F152, and FA152, that have fitted a Cessna P/N 0756005-2 top assembly, P/N 0756005-8 fuel strainer assembly, or a P/N 0756005-9 fuel strainer assembly shipped from Cessna between 12 December 1996, and 5 September 1997.

Note: All aircraft S/Ns, including those manufactured in France that have a capital "F" or "FR" prefix on the model number:

Requirement: To prevent foreign material from entering the fuel system and engine, which could result in loss of engine power or complete engine stoppage during flight, accomplish the following:

1. Measure the standpipe in the fuel strainer assembly (tube in the filter strainer top assembly) for a visible maximum length of 1.68 inches, per Cessna SEB 97-9. If the standpipe measures greater than 1.68 inches, prior to further flight, replace the filter strainer top assembly per SEB 97-9.

2. Do not fit to any aircraft a fuel strainer assembly where the standpipe measures greater than 1.68 inches.

(FAA AD 2000-06-01 refers)

Compliance:

1. By 27 April 2001
2. From 27 April 2000

Effective Date: 27 April 2000

DCA/CESS150/141 Shoulder Harness – Inspection & Modification

Applicability: All Model 150, A150, F150, series, which have incorporated Cessna Mod Kit AK150-7 or AK150-121.

Requirement: To prevent slippage of the pilot and copilot shoulder harness, which could result in serious injury to the pilot and copilot, accomplish the following:

1. Inspect the upper shoulder harness adjuster P/N 443030-401 for the presence of a retainer spring, in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1.

2. If a retainer spring is found during the inspection of the upper shoulder harness adjuster, prior to further flight remove the spring by cutting each side; and stamp out the -401 identification number in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1
3. If a retainer spring is not found during the inspection of the upper shoulder harness adjuster, make an entry in the airplane log book showing compliance with this AD.
4. Only incorporate Cessna Accessory Kits that have been inspected and modified in accordance with this AD.

(FAA AD 2004-19-01 refers)

Compliance: Within the next 100 hours TIS

Effective Date: 25 November 2004

DCA/CESS150/142 BRS-150 Parachute System – Modification

Applicability: Model 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, A150K, 150L, A150L, 150M, A150M, 152 and A152 aircraft fitted with BRS-150 Parachute System, S/N 50001 through 50006 per STC SA64CH.

Requirement: To prevent unsuccessful parachute deployment due to possible premature separation of the pick-up collar from the launch tube, accomplish the following:

Remove the pick-up collar support, nylon screws and launch tube, and replace with a new pick-up collar support, custom tension screws and a new launch tube per BRS SB 2008-04-01 revision 1, issued 24 April 2008.

(FAA AD 2008-22-18 refers)

Compliance: Within the next 25 hours TIS unless already accomplished.

Effective Date: 9 December 2008

*** DCA/CESS150/143C Rudder Stop – AFM Amendment, Placard and Modification**

Applicability: Model 150F aircraft, S/N 15061533 through to 15064532
 Model 150G aircraft, S/N 15064533 through to 15064969 and 15064971 through to 15067198
 Model 150H aircraft, S/N 15067199 through to 15069308 and 649
 Model 150J aircraft, S/N 15069309 through to 15071128
 Model 150K aircraft, S/N 15071129 through to 15072003
 Model 150L aircraft, S/N 15072004 through to 15075781
 Model 150M aircraft, S/N 15075782 through to 15079405
 Model A150K aircraft, S/N A1500001 through to A1500226
 Model A150L aircraft, S/N A1500227 through to A1500432 and A1500434 through to A1500523
 Model A150M aircraft, S/N A1500524 through to A1500734 and 15064970
 Model F150F aircraft, S/N F150-0001 through to F150-0067
 Model F150G aircraft, S/N F150-0068 through to F150-0219
 Model F150H aircraft, S/N F150-0220 through to F150-0389
 Model F150J aircraft, S/N F150-0390 through to F150-0529

Model F150K aircraft, S/N F15000530 through to F15000658

Model F150L aircraft, S/N F15000659 through to F15001143

Model F150M aircraft, S/N F15001144 through to F15001428

Model FA150K aircraft, S/N FA1500001 through to FA1500081

Model FA150L aircraft, S/N FA1500082 through to FA1500120

Model FA150L or FRA150L aircraft, S/N FA1500121 through to FA1500261 fitted with FKA150-2311 and FKA150-2316, or FRA1500121 through to FRA1500261

Model FA150M or FRA150M aircraft, S/N FA1500262 through to FA1500336 fitted with FKA150-2311 and FKA150-2316, or FRA1500262 through to FRA1500336

Model 152 aircraft, S/N 15279406 through to 15286033

Model A152 aircraft, S/N A1520735 through to A1521049, A1500433, and 681

Model F152 aircraft, S/N F15201429 through to F15201980

Model FA152 aircraft, S/N FA1520337 through to FA1520425

Note 1: No action required for those aircraft already in compliance with previous revisions of this AD provided that full rudder travel has been confirmed. Table 3 lists the Cessna mod kits and actions which are acceptable to comply the requirements of this AD if already accomplished. Since DCA/CESS150/143B was issued certain maintainers reported finding it difficult to obtain full rudder travel with kits SK152-24A and SK 152-25A. This AD revised to introduce Cessna kits SK152-24B and SK 152-25B with longer rivets which allows the removal of a small amount of material from the rudder horn assembly to obtain full rudder travel.

Note 2: Aircraft may not be used for intentional spins and other acrobatic/aerobatic manoeuvres until the rudder stop modification per requirement 2 or 3 of this AD is accomplished. Amend the AFM and install a placard per requirement 1 of this AD until requirement 2 or 3 is accomplished.

Requirement: To prevent the rudder from traveling past the normal travel limit which could result in contact between the rudder and the elevator, accomplish the following:

1. For all aircraft not embodied with Cessna rudder stop modification kit P/N SK152-25B or SK152-24B (or not embodied with other approved kits listed in Table 1 of this AD):

Insert the following text into the limitations section of the AFM and the POH:

'INTENTIONAL SPINS AND OTHER ACROBATIC/AEROBATIC MANOEUVRES PROHIBITED PER AD DCA/CESS150/143' (or later revisions of this AD).

NOTE: THIS AD DOES NOT PROHIBIT PERFORMING INTENTIONAL STALLS.'

Fabricate a placard (using at least 1/8-inch letters) with the following text and install the placard on the instrument panel within view of the the pilot:

'INTENTIONAL SPINS AND OTHER ACROBATIC/AEROBATIC MANOEUVRES PROHIBITED PER AD DCA/CESS150/143' (or later revisions of this AD).

Note 3: Requirement 1 of this AD may be accomplished and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

2. For aircraft with a forged bulkhead:

Replace the rudder stops, rudder stop bumpers and attachment hardware with rudder stop modification kit P/N SK152-25B.

Remove the AFM/POH limitations amendment and the placard introduced per requirement 1 of this AD.

3. For aircraft with a sheet metal bulkhead:

Replace the rudder stops, rudder stop bumpers and attachment hardware with rudder stop modification kit P/N SK152-24B.

Remove the AFM/POH limitations amendment and the placard introduced per requirement 1 of this AD.

Note 4:

Table 3 lists the Cessna mod kits and actions which are acceptable to comply with the requirements of this AD if previously accomplished. Cessna is no longer supplying kits P/N SK152-24, SK152-25, SK152-24A and SK 152-25A. For all future orders Cessna will supply mod kits SK152-24B and SK 152-25B.

Table 1 – Kit Applicability:

Cessna Kit P/N:	Type of Bulkhead:	Will credit be given for compliance with previous revisions of this AD? or can this kit be installed to comply with this AD?
SK152-24	Sheet metal	No
SK152-25	Forged	Only if washer P/N NAS1149F0332P is fitted (and this is recorded in the maintenance log), and Only if full rudder travel is confirmed.
SK152-24A	Sheet metal	Only if full rudder travel is confirmed.
SK152-25A	Forged	Only if full rudder travel is confirmed.
SK152-24B	Sheet metal	Yes
SK152-25B	Forged	Yes

(FAA AD 2009-10-09R2 refers)

Compliance:

1. Within the next 100 hours TIS after 26 November 2009 (the effective date of DCA/CESS150/143B) or by 29 October 2011 whichever occurs sooner, unless previously accomplished.
2. By 29 October 2011.
3. By 29 October 2011.

Effective Date:

DCA/CESS150/143A - 29 October 2009
DCA/CESS150/143B - 26 November 2009
DCA/CESS150/143C - 29 September 2011

DCA/CESS150/144 Seat Adjustment Mechanism – Inspection and Replacement

Applicability: Model 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, FA150M, FRA150L, FRA150M, 152, A152, F152 and FA152 aircraft, all S/N.

Note 1: This AD supersedes DCA/CESS150/135A to introduce additional inspection requirements, to improve the clarity of the required inspections, and provide improved figures/graphics. The FAA continue to receive reports of inadvertent seat movement. These reports included an incident of a seat separating from the seat track due to wear of the seat roller housing tangs.

Requirement: To prevent seat slippage or disengagement of the seat roller housing from the seat rail which could result in the pilot/copilot being unable to reach all the controls and loss of aircraft control, accomplish the following:

Accomplish the inspections and corrective actions in FAA AD 2011-10-09 on the seat rails; seat rollers, washers, and axle bolts or bushings; seat roller housings and the tangs; and the lock pin springs.

(FAA AD 2011-10-09 refers)

Compliance: Within the next 100 hours TIS after the last inspection accomplished per DCA/CESS150/135A (FAA AD 87-20-03 R2 refers) or by 30 June 2012 whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS or every 12 months whichever occurs sooner.

Effective Date: 30 June 2011