



U.S. Department
of Transportation
**Federal Aviation
Administration**

Small Airplane Directorate
Wichita Aircraft Certification Office
1801 Airport Road, Room 100
Wichita, Kansas 67209

SEP 02 2011

L115W-11-804

Mr. John Bouma
Lead ODA Administrator
Cessna Aircraft Company
P.O. Box 7704
Wichita, KS 67277-7704

Dear Mr. Bouma:

Subject: Global AMOC for FAA AD 2011-10-09, Cessna Model 150/152 series

Reference: FAA Letter L115W-11-719, dated August 5, 2011; Cessna Letter, L390-11-1924, "Model 150/152, AMOC Request, AD2011-10-09, Docket No. FAA-2010-1101, dated August 4, 2011

This letter supersedes FAA Letter L115W-11-719 and provides clarification that this Alternate Means of Compliance (AMOC) is applicable to all operators of aircraft identified below.

The Wichita Aircraft Certification Office (ACO) approves your requested AMOC to use Cessna Report No. S-150-ATA25/01RD, "Repair Definition – Steel Seat Foot / Roller Housing Repair", Revision A, dated August 3, 2011, for compliance with FAA AD 2011-10-09 on Model 150/152 series airplanes. Cessna may make this Global AMOC available to all owners and operators for their use.

This Global AMOC is applicable to all operators of the following aircraft:

<u>Model</u>	<u>Serial Range</u>		
150	15059019	through	15079405
F150	F150-0001	through	F15001428
A150	A1500001	through	A1500734
FA150	FA1500001	through	FA1500120
FRA150	FRA1500121	through	FRA1500336
152	15279406	through	15286033
F152	F15201429	through	F15201980
A152	A1520735	through	A1521049
FA152	FA1520337	through	FA1520425
FA152	FA1520348	through	FA1520425

Upon publication of AD 2011-10-09 in the Federal Register, Volume 76, Number 93 (Friday, May 13, 2011), Cessna recognized the need to address the seat tang (seat foot / roller housing) installation on Model 150/152 series airplanes since they are different than other applicable models. That is, the Model 150/152 series seat tangs are made of steel and welded in place; whereas, the other models are attached by rivets or bolt that are easily removable. The AD requires inspection of the tang dimensions for acceptability and to remove and replace if the dimensions are unacceptable (out of limits). Cessna has developed procedures to correct deformations of the seat tangs that are not the result of wear.

Before using the AMOC, you must notify your Principal Inspector in the Flight Standard District Office (FSDO). Please note this AMOC is transferable to the other owners/operators of the affected Model 150/152 series airplanes listed in the above table. This AMOC is subject to the following condition. If in future the Wichita ACO determines that the AMOC does not provide an acceptable level of safety, the ACO may revoke or revise the terms of the AMOC following with a notice to you and seven-day opportunity for you to comment on the revocation or proposed revision.

Should you have any questions, please contact Gary D. Park, 316/946-4123.

Sincerely,



for

William Schinstock
Associate Manager, Airframe & Services
Wichita Aircraft Certification Office