Revision Transmittal

October 17, 2005

TO: Cessna Distributors, Single Engine Service Stations and CPC's


REASON FOR REVISION

To revise the Title.

To revise the airplane serial numbers in the Effectivity section.

To remove from service all MM20-105 Cylinder Lock Assemblies installed on crew seats.

Miscellaneous changes as required.

REQUIRED ACTION

Please replace any copy of SB04-25-02 with the attached copy of SB04-25-02 Revision 1 which is printed in its entirety.

NOTE: Compliance with SB04-25-02 Revision 1 is required if in compliance with the Original Issue.

LOG OF EFFECTIVE PAGES

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To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277, U.S.A. (316) 517-5800, Facsimile (316) 942-9006

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Revision Transmittal

June 5, 2006

TO:  Cessna Distributors, Single Engine Service Stations and CPC's

REASON FOR REVISION

To provide notification that compliance with SB04-25-02 including all revisions is not required after compliance with SB04-25-01 Revision 2 by installation of Cessna Modification Kit MK172-25-10A (or latest revision).

Miscellaneous changes as required.

REQUIRED ACTION

Please replace any copy of SB04-25-02 and SB04-25-02 Revision 1 with the attached copy of SB04-25-02 Revision 2 which is printed in its entirety.

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<td>6</td>
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* * * * * * * * *
Dear Cessna Owner:

This Owner Advisory is to inform you of some current information regarding the crew seats in your airplane. Compliance with Service Bulletin SB04-25-02 (including all revisions), Crew Seat Back Cylinder Lock Installation Modification, is not required after compliance with SB04-25-01 Revision 2, Crew Seat Recline Modification. SB04-25-01 Revision 2 is being issued on June 5, 2006.

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB04-25-01 Revision 2 (or latest revision) accomplished on your airplane.

* * * * * * * * *
CREW SEAT BACK CYLINDER LOCK INSTALLATION MODIFICATION

EFFECTIVITY

<table>
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<tr>
<th>Model</th>
<th>Serial Numbers</th>
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<tr>
<td>172R</td>
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<td>172S</td>
<td>172S8001 thru 172S9994</td>
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<td>18280001 thru 18280944</td>
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<td>182T</td>
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<td>T182T</td>
<td>T18208001 thru T18208453</td>
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<td>206H</td>
<td>20608001 thru 20608250</td>
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REASON

Reports have been received of the crew seat back cylinder lock failing at the aft end area.

DESCRIPTION

A modification of the crew seats cylinder lock installation is required to install a temporary steel lock rod/bar that may be locally fabricated and installed until a new design replacement cylinder lock is available. Non-compliance with this Service Bulletin could potentially result in uncontrolled movement of the seat back.

COMPLIANCE

Mandatory: shall be accomplished within the next 50 hours of operation or at the next scheduled inspection, whichever occurs first.

NOTE: Compliance with SB04-25-02 including all revisions is not required after compliance with SB04-25-01 Revision 2, Crew Seat Recline Modification, by installation of Modification Kit MK172-25-10A (or latest revision).

APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.
MANPOWER

1.2 man-hours per seat to fabricate and install a temporary steel lock rod/bar

REFERENCES


NOTE: Make sure all publications used are complete and current.

NOTE: This information shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness and must be accomplished for ongoing airworthiness compliance as required per 14 CFR Part 43.13.

OTHER PUBLICATIONS AFFECTED

Model 172R and Model 172S Illustrated Parts Catalog
Model 182S/182T/T182T Illustrated Parts Catalog
Model 206H & Model T206H Illustrated Parts Catalog

NOTE: Make sure all publications used are complete and current.

MATERIAL PRICE AND AVAILABILITY

Not applicable

CREDIT INFORMATION

A miscellaneous parts credit of $5.00 and a labor allowance credit of 1.2 man-hours per seat will be provided to fabricate and install a steel rod/bar as described in this Service Bulletin.

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below. Domestic Service Stations shall return any removed cylinder lock with the Warranty Claim. International Service Stations shall hold any removed cylinder lock for field scrap per standard policy procedures.

Domestic .......................... April 24, 2006
International ........................ June 24, 2006

ACCOMPLISHMENT INSTRUCTIONS

Weight And Balance Information

<table>
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<tr>
<th>MODEL</th>
<th>172R/172S</th>
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<td>Negligible</td>
<td>Negligible</td>
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SB04-25-02 Revision 2
June 5, 2006
Material Information
Not applicable

Instructions
1. Electrically ground the airplane and turn all switches to the "OFF" position. If external power is connected to the airplane, disconnect external power from receptacle.
2. Disconnect the airplane battery. (Refer to the applicable Model Maintenance Manual, Chapter 24, Electrical Power.)
3. Attach maintenance warning tags to the battery and external power receptacle that have "DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS" written on them.
5. Disconnect the cylinder lock cable and remove the cylinder lock from the crew seat and install a temporary seat back lock rod/bar to the seat. Keep all cylinderlock attach hardware.
   A. Locally make and install the temporary seat back lock rod/bar until a new design cylinder lock is made available.
      (1) (Refer to Figure 1.) Make a temporary seatback lock rod/bar as shown.
          **NOTE:** Once the temporary rod/bar is installed, the seatback will only be set in the full upright position without any adjustment.
          **NOTE:** The cylinder lock cable must be tie wrapped to the seat frame to prevent damage until the new design cylinder lock is installed.
      (2) Install the temporary seat back lock rod/bar with the kept hardware.
          **NOTE:** It is permissible to add additional washers as needed to fill the gaps between the seat back lock mounts and the temporary seat back lock rod/bar.
7. Remove the maintenance warning tags from battery and the external power receptacle.
8. Reconnect the airplane battery. (Refer to the applicable Model Maintenance Manual, Chapter 24, Electrical Power.)
9. Make an entry in the airplane logbook that states compliance with this Service Bulletin.
Figure 1. Crew Seat Back Temporary Steel Lock Rod/Bar Fabrication (Sheet 1)

DRILL SIZE G 0.261 INCH (TYPICAL)

MATERIAL: 4130 STEEL OR EQUIVALENT

0.50 INCH DIAMETER ROD OR SQUARE BAR

TEMPORARY REPLACEMENT ROD/BAR
FOR CYLINDER LOCK
A. On June 14, 2004 the following message was sent to applicable owners of record in SB04-25-02A.

Dear Cessna Owner:

This Owner Advisory is to inform you that reports have been received of the crew seat back cylinder lock being bent at the aft end area.

An inspection of the crew seats cylinder lock is required to determine if the cylinder locks are bent, cracked or loose. If a seat back cylinder lock is bent, cracked or loose, it must be replaced. If a replacement cylinder lock is not available, a temporary lock rod/bar may be locally fabricated and installed until a replacement cylinder lock is available. Non-compliance with Service Bulletin SB04-25-02 could allow a bent, cracked or loose cylinder lock assembly to go undetected which could subsequently fail and potentially result in uncontrolled movement of the seat back.

Compliance is mandatory: shall be accomplished within the next 50 hours of operation or at the next scheduled inspection, whichever occurs first. The cylinder lock inspection shall be repeated every 50 hours of operation after the initial inspection.

The information contained in the referenced Cessna Service Bulletin shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance as required per 14 CFR Part 43.13.

For airplanes within warranty, a miscellaneous parts credit of $2.60 and a labor allowance credit of 2.0 man-hours per airplane will be provided for the initial crew seat back cylinder lock assemblies inspection and modification of the crank arms. If necessary, applicable cylinder lock parts credit will be provided to replace a cylinder lock assembly. If a cylinder lock requires replacement and a new cylinder lock is not available, a miscellaneous parts credit of $5.00 and a labor allowance credit of 0.5 man-hour per seat will be provided to fabricate a steel rod/bar as described in Service Bulletin SB04-25-02.

NOTE: If a cylinder lock requires replacement during a subsequent inspection, applicable cylinder lock parts credit and a labor allowance credit of 0.7 man-hour per seat will be provided.

NOTE: If a cylinder lock requires replacement during a subsequent inspection and a new cylinder lock is not available, a miscellaneous parts credit of $6.00 and a labor allowance credit of 1.2 man-hours per seat will be provided to fabricate and install a steel rod/bar as described in this Service Bulletin.

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below.

<table>
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<th>Domestic</th>
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Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB04-25-02 accomplished on your airplane.
B. On October 24, 2005 the following message was sent to applicable owners of record in SB04-25-02AR1.

Dear Cessna Owner:

This Owner Advisory is to inform you that reports have been received of the crew seat back cylinder lock failing at the aft end area.

Service Bulletin SB04-25-02 Revision 1 has been issued and requires a modification of the crew seats cylinder lock installation to install a temporary steel lock rod/bar that may be locally fabricated and installed until a new design replacement cylinder lock is available. Non-compliance with SB04-25-02 Revision 1 could potentially result in uncontrolled movement of the seat back.

Compliance is mandatory: shall be accomplished within the next 50 hours of operation or at the next scheduled inspection, whichever occurs first.

NOTE: Compliance with SB04-25-02 Revision 1 is required if in compliance with the Original Issue.

The information contained in the referenced Cessna Service Bulletin shall be considered an amendment to the Cessna Manufacturer’s Service/Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance as required per 14 CFR Part 43.13.

A miscellaneous parts credit of $5.00 and a labor allowance credit of 1.2 man-hours per seat will be provided to fabricate and install a steel rod/bar as described in SB04-25-02 Revision 1.

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below.

- Domestic: April 24, 2006
- International: June 24, 2006

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB04-25-02 Revision 1 accomplished on your airplane.

C. On June 5, 2006 the following message will be sent to applicable owners of record in SB04-25-02AR2.

Dear Cessna Owner:

This Owner Advisory is to inform you of some current information regarding the crew seats in your airplane. Compliance with Service Bulletin SB04-25-02 (including all revisions), Crew Seat Back Cylinder Lock Installation Modification, is not required after compliance with SB04-25-01 Revision 2, Crew Seat Recline Modification. SB04-25-01 Revision 2 is being issued on June 5, 2006.

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB04-25-01 Revision 2 (or latest revision) accomplished on your airplane.

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