Revision Transmittal

February 23, 2009

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

SUBJECT: Single Engine Service Bulletin SB09-25-01 Revision 1, Crew Seat Height Adjustment Nut Inspection

REASON FOR REVISION

To revise the Manpower section, Credit section, and Owner Notification section by changing the inspection time from 2.0 man-hours per seat to 1.0 man-hour per seat.

REQUIRED ACTION

Please replace the Original Issue of SB09-25-01 with SB09-25-01 Revision 1.

NOTE: Compliance with Revision 1 is not required if in compliance with the original issue.

LOG OF EFFECTIVE PAGES

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<th>Page No.</th>
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<td>February 23, 2009</td>
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* * * * * * * * * *
TITLE
CREW SEAT HEIGHT ADJUSTMENT NUT INSPECTION

EFFECTIVITY
The following airplanes in compliance with Service Bulletins SB04-25-01 Revision 3 or Revision 4 Crew Seat Recline Modification (which incorporates installation of MK172-25-10B or MK172-25-10C).
Also affected are any of the following airplanes that have had a 0790007-2 Height Adjustment Nut installed that was shipped from Cessna Parts Distribution on October 1, 2006 through February 20, 2007:

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Also affected are all part number 0790007-2 Height Adjustment Nuts in Service Station stock that were shipped from Cessna Parts Distribution on October 1, 2006 thru February 20, 2007.

REASON
It has been determined that some of the 0790007-2 Height Adjustment Nuts may have been made with internal threads that are larger than specified. If the internal threads of the nut are too large, it could result in damage to the nut threads and/or to the 0514226-12 Seat Height Adjust Shaft.

DESCRIPTION
The height adjustment nut and shaft on each crew seat shall be inspected and if necessary, replaced as described in this Service Bulletin.

COMPLIANCE
Mandatory: shall be accomplished within the next 100 hours of operation or 12 months, whichever occurs first.

NOTE: Compliance with Revision 1 is not required if in compliance with the original issue.
APPROVAL

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

MANPOWER

Man-hours are based on the work being done during a scheduled 100 hour/annual type inspection.

1.0 man-hour per seat to inspect the crew seat height adjustment nut and shaft.
If necessary, add 0.3 man-hour per seat to replace the seat height adjustment nut.
If necessary, add 0.3 man-hour per seat to replace the seat height adjustment shaft.

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 in accordance with 14 CFR Part 43.13.

OTHER PUBLICATIONS AFFECTED

Model 172R & 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 AVAILABILITY

The following parts are available from Cessna Parts Distribution through an appropriate Cessna Service Station.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Qty/Airplane</th>
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<tbody>
<tr>
<td>MS24665-136</td>
<td>Cotter Pin</td>
<td>2</td>
</tr>
<tr>
<td>NAS561P4-10</td>
<td>Pin</td>
<td>2</td>
</tr>
<tr>
<td>MS21044N4</td>
<td>Nut</td>
<td>2 (if required)</td>
</tr>
<tr>
<td>MS3367-5-0</td>
<td>Tie Strap</td>
<td>2 (if required)</td>
</tr>
<tr>
<td>NAS561P4-10</td>
<td>Pin</td>
<td>4 (if required)</td>
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<tr>
<td>NAS561P4-12</td>
<td>Pin, Collar Attach</td>
<td>4 (if required)</td>
</tr>
<tr>
<td>0514226-12</td>
<td>Shaft</td>
<td>2 (if required)</td>
</tr>
<tr>
<td>0790007-2</td>
<td>Nut, Height Adjustment</td>
<td>2 (if required)</td>
</tr>
</tbody>
</table>
CREDIT INFORMATION

A labor allowance credit of 1.0 man-hour and a miscellaneous parts credit of $1.70 per seat will be provided to inspect the crew seat height adjustment nut and seat height adjustment shaft.

If necessary, applicable parts credit and a labor allowance credit of 0.3 man-hour per seat will be provided to replace the crew seat height adjustment nut.

If necessary, applicable parts credit and a labor allowance credit of 0.3 man-hour per seat will be provided to replace the seat height adjustment shaft.

Freight will be credited at the most economical method unless pre-approved by Cessna. For pre-approval contact Cessna Parts Distribution Warranty Administration at Telephone: 316-831-4296, Fax: 316-206-2746 or E-mail: cpd2claims@cessna.textron.com.

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.

NOTE: Any removed seat height adjust nut and/or shaft must be held for field scrap per standard procedures.

Domestic ................... February 9, 2010
International ................. February 9, 2010

ACCOMPLISHMENT INSTRUCTIONS

Weight And Balance Information

Negligible

Material Information

The parts below will be necessary:

<table>
<thead>
<tr>
<th>NEW P/N</th>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>OLD P/N</th>
<th>DISPOSITION</th>
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<tr>
<td>MS24665-136</td>
<td>2</td>
<td>Cotter Pin</td>
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<td>Discard</td>
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<td>NAS561P4-10</td>
<td>2</td>
<td>Pin</td>
<td>Same</td>
<td>Discard</td>
</tr>
</tbody>
</table>

The parts below may be necessary:

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<tr>
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<tr>
<td>MS21044N4</td>
<td>2</td>
<td>Nut</td>
<td>Same</td>
<td>Discard</td>
</tr>
<tr>
<td>MS3367-5-0</td>
<td>2</td>
<td>Tie Strap</td>
<td>Same</td>
<td>Discard</td>
</tr>
<tr>
<td>NAS561P4-10</td>
<td>4</td>
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<td>Same</td>
<td>Discard</td>
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<td>NAS561P4-12</td>
<td>4</td>
<td>Pin, Collar Attach</td>
<td>Same</td>
<td>Discard</td>
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<tr>
<td>0514226-12</td>
<td>2</td>
<td>Shaft</td>
<td>Same</td>
<td>Field Scrap</td>
</tr>
<tr>
<td>0790007-2</td>
<td>2</td>
<td>Nut, Height Adjustment</td>
<td>Same</td>
<td>Field Scrap</td>
</tr>
</tbody>
</table>
Instructions

1. Prepare the airplane for maintenance.
   A. Make sure that all switches are in the OFF/NORM position.
   B. Disconnect electrical power from the airplane.
      (1) Electrically ground the airplane.
      (2) Disconnect external electrical power.
      (3) Disconnect the airplane battery.
   C. Attach maintenance warning tags to the battery and external power receptacle that have "DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS" written on them.

   CAUTION: DURING THE OPERATIONAL CHECK, IF YOU FIND THAT THERE IS NOT SUFFICIENT CLEARANCE BETWEEN THE ULTRALOC AND THE BELL CRANK FOR THE SEAT CRANK ARM, DO NOT COMPLETE THE CHECK, AS YOU CAN DO DAMAGE TO THE ULTRALOC.

2. Do an operational check of each crew seat as follows:
   A. Put a weight of approximately 200 pounds on the seat base.
   B. Move the seat through the full-up and full-down height adjustment range, and make sure that the seat operates smoothly and does not bind.
   C. Move the seat height to the full-down position.

   WARNING: MAKE SURE THAT THERE IS A MINIMUM OF 0.12-INCH CLEARANCE BETWEEN THE ULTRALOC AND THE BELL CRANK FOR THE SEAT CRANK ARM. WITHOUT THIS SUFFICIENT CLEARANCE, THE ULTRALOC CAN FAIL.

   D. Make sure that there is a minimum of 0.12-inch clearance between the ultraloc and the bell crank for the seat crank arm.

   WARNING: IF YOUR AIRPLANE IS EQUIPPED WITH AMSAFE INFLATABLE SEAT RESTRAINTS, FOLLOW ALL SAFETY PRECAUTIONS WHEN YOU WORK ON OR NEAR THE INFLATABLE RESTRAINT SYSTEM. THE INFLATOR ASSEMBLY IS A STORED, GAS/ENERGETIC MATERIAL DEVICE AND CAN CAUSE DAMAGE TO THE SYSTEM AND/OR INJURY TO PERSONNEL IF ACCIDENTALLY DEPLOYED.

3. Before you remove the crew seats, disconnect and remove the crew seat belts or AMSAFE seat harnesses from the crew seats as necessary. Keep the attachment hardware and discard the nuts. (Refer to the applicable maintenance manual, Chapter 25, Flight Compartment and Inflatable Restraint System - Maintenance Practices.)

4. Remove the crew seats from the airplane. (Refer to the applicable maintenance manual, Chapter 25, Flight Compartment - Maintenance Practices.)

5. Do an inspection of the 0790007-2 Height Adjustment Nut for correct part number and thread damage as follows:
   A. (Refer to Figure 1, Detail A and View A-A.) Remove the 0790007-2 Height Adjustment Nut from the 0514226-12 Shaft:
      (1) Remove and discard the NAS561P4-10 Pin at the aft end of the 0514226-12 Shaft.
      (2) Remove and keep the MS20392-2C31 Pin to release the 0790007-2 Height Adjustment Nut from the seat frame. Discard the cotter pin.
      (3) Remove the 0790007-2 Height Adjustment Nut from the 0514226-12 Shaft.
B. (Refer to Figure 1, Detail B.) Measure the length of the 0790007-2 Height Adjustment Nut to make sure that it is a part number 0790007-2 Height Adjustment Nut. If it is 2.00 inches in length, it is a part number 0790007-2 Height Adjustment Nut.

1) If the height adjustment nut is not a 0790007-2 Height Adjustment Nut, discard the nut and go to Step 7.

2) If the height adjustment nut is a part number 0790007-2 Height Adjustment Nut and there is no thread damage, keep the nut and go to Step 6.

6. Measure the inner diameter of the hole at each end of the 0790007-2 Height Adjustment Nut for correct inner diameter as follows:

A. (Refer to Figure 1, Detail B.) With calipers, measure the inner diameter of the counterbore end (the end that is not threaded) of the 0790007-2 Height Adjustment Nut.

1) If the inner diameter of the counterbore end is between 0.540 and 0.560 inch, go to Step 6B.

2) If the inner diameter of the counterbore is less than 0.540 inch or more than 0.560 inch, replace the 0790007-2 Height Adjustment Nut and go to Step 7.

B. (Refer to Figure 1, Detail B.) Measure the inner diameter of the threaded end of the 0790007-2 Height Adjustment Nut.

1) If the inner diameter of the threaded end is between 0.432 and 0.442 inch, go to Step 7.

2) If the inner diameter of the threaded end is less than 0.432 inch or more than 0.442 inch, replace the 0790007-2 Height Adjustment Nut.

7. Do an inspection of the 0514226-12 Shaft for signs of metal transfer.

NOTE: If the zinc phosphate coating is gone from the threads of the 0514226-12 Shaft, that can be a sign of metal transfer.

A. If you do not find metal transfer, go to Step 8.

B. If you find metal transfer, do as follows:

1) Do an inspection of the 0514226-12 Shaft for thread damage.

   NOTE: If the threads of the 0514226-12 Shaft look gouged, worn, or rounded off and this wear is sufficient to prevent correct thread engagement, the shaft has thread damage.

   a) If you do not find thread damage, go to Step 8.

   b) If you find thread damage, go to Step 7C.

C. Remove the 0514226-12 Shaft:

1) (Refer to Figure 1, Detail A.) Remove and discard the NAS561P4-12 Collar Attach Pin that attaches the 1200138-2 Collar (that is aft of the 0514226 Bearing Block) to the 0514226-12 Shaft.

2) Remove and keep the 1200138-2 Collar, S2013-2 Thrust Bearing, and two S2014-2 Thrust Bearings that are aft of the 0514226 Bearing Block.

3) Remove the 0514226-12 Shaft, with the forward 1200138-2 Collar and the handle assembly installed on it, from the 0514226 Bearing Block.

4) (Refer to Figure A.) Remove the NAS561P4-12 Collar Attach Pin that attaches the remaining 1200138-2 Collar (forward) to the 0514226-12 Shaft. Keep the 1200138-2 Collar and discard the NAS561P4-12 Collar Attach Pin.

5) Remove the two NAS561P4-10 Pins and the 0514121-12 or CJ1022 Handle Assembly from the 0514226-12 Shaft. Discard the two NAS561P4-10 Pins and the 0514226-12 Shaft, and keep the 0514121-12 or CJ1022 Handle Assembly.
D. Install the new 0514226-12 Shaft:

(1) Install the kept 0514121-12 or CJ1022 Handle Assembly on the new 0514226-12 Shaft with two new NAS561P4-10 Pins.

(2) Install the kept 1200138-2 Collar (forward) to the new 0514226-12 Shaft with the new NAS561P4-12 Collar Attach Pin.

(3) (Refer to Figure 1, Detail A.) Put the 0514226-12 Shaft through the 0514226 Bearing Block.

(4) Put the kept S2013-2 Thrust Bearing and two S2014-2 Thrust Bearings (that are aft of the 0514226 Bearing Block) in position on the 0514226-12 Shaft.

(5) Install the 200138-2 Collar and the NAS561P4-12 Collar Attach Pin to the 0514226-12 Shaft.

**WARNING:** THE 0790007-2 HEIGHT ADJUSTMENT NUT MUST ONLY BE INSTALLED IN THE CONFIGURATION AS SHOWN FOR THE SEAT TO OPERATE CORRECTLY AND SAFELY.

8. (Refer to Figure 1, Detail A, View A-A, and View B-B.) Put the 0790007-2 Height Adjustment Nut in position with the longer, threaded, tapered end forward on the 0514226-12 Shaft and install it to the bell crank with the kept attachment hardware as follows:

A. Install the kept MS20392-2C31 Pin through the height adjustment nut with the head of the pin on the inner side of the seat bracket.

B. Install the kept washer and a new MS24665-136 Cotter Pin on the outer side of the seat bracket.

C. Install a new NAS561P4-10 Pin on the aft end of the 0514226-12 Shaft.

9. Turn the height adjustment crank to make sure that the seat moves up and down smoothly and does not bind.

**WARNING:** IF YOUR AIRPLANE IS EQUIPPED WITH AMSAFE INFLATABLE SEAT RESTRAINTS, FOLLOW ALL SAFETY PRECAUTIONS WHEN YOU WORK ON OR NEAR THE INFLATABLE RESTRAINT SYSTEM. THE INFLATOR ASSEMBLY IS A STORED, GAS/ENERGETIC MATERIAL DEVICE AND CAN CAUSE DAMAGE TO THE SYSTEM AND/OR INJURY TO PERSONNEL IF ACCIDENTALLY DEPLOYED.

10. Install the crew seats. (Refer to the applicable maintenance manual, Chapter 25, Flight Compartment - Maintenance Practices.)

11. Connect the crew seat belts or AMSAFE seat restraints with the kept attachment hardware and two new MS21044N4 Nuts. (Refer to the applicable maintenance manual, Chapter 25, Flight Compartment and Inflatable Restraint System - Maintenance Practices.)

12. Use MS3367-5-0 Tie Straps as necessary to attach the AMSAFE connector to the seat base.

13. For airplanes with the AMSAFE inflatable restraint system, do an operational check of the seat belt system. (Refer to the applicable maintenance manual, Chapter 25, Inflatable Restraint System - Maintenance Practices.)

14. Remove maintenance warning tags from battery and external power receptacle and connect the battery.

15. Make an entry in the airplane logbook that states compliance and method of compliance with this service bulletin.

**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 necessary in accordance with 14 CFR Part 43.13.
NOTE 1: All dimensions are shown in inches.

NOTE 2: The length of the 0790007–2 Height Adjustment Nut is 2.00 inches.

NOTE 3: You must install the 0790007–2 Height Adjustment Nut with the installation hole for the MS20392–2C31 Pin below the 0514226–12 Shaft. You must install the 0790007–2 Height Adjustment Nut with the longer, tapered end forward.

NOTE 4: Measure at this end of the 0790007–2 Height Adjustment Nut to find the inner diameter of the counterbore hole. The inner diameter must be between 0.540 and 0.560 inch.

NOTE 5: Measure at this end of the 0790007–2 Height Adjustment Nut to find the inner diameter of the threaded hole. The inner diameter must be between 0.432 and 0.442 inch.

NOTE 6: The height adjustment nut must be installed as shown for the seat to function correctly and for proper clearance between the ultraloc and the seat crank arm bell crank.

Figure 1. Crew Seat Height Adjustment Nut inspection (Sheet 1)
Figure 1. Crew Seat Height Adjustment Nut inspection (Sheet 2)
Figure 1. Crew Seat Height Adjustment Nut inspection (Sheet 3)
A. On February 9, 2009 the following message was sent to applicable owners of record in SB09-25-01A.

Dear Cessna Owner:

This Owner Advisory is to inform you that Service Bulletin SB09-25-01: Crew Seat Height Adjustment Nut Inspection has been issued.

It has been determined that some of the 0790007-2 Height Adjustment Nuts may have been made with internal threads that are larger than specified. If the internal threads of the nut are too large, it could result in damage to the nut threads and/or to the 0514226-12 Seat Height Adjust Shaft. The height adjustment nut and shaft on each crew seat shall be inspected and if necessary, replaced as described in SB09-25-01.

Airplanes affected by Service Bulletin SB09-25-01 are:

The following airplanes in compliance with Service Bulletins SB04-25-01 Revision 3 or Revision 4 Crew Seat Recline Modification (which incorporates installation of MK172-25-10B or MK172-25-10C).

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Compliance is mandatory: shall be accomplished within the next 100 hours of operation or 12 months, whichever occurs first.

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.
Credit Information

Man-hours are based on the work being done during a scheduled 100 hour/annual type inspection.

A labor allowance credit of 2.0 man-hours and a miscellaneous parts credit of $1.70 per seat will be provided to inspect the crew seat height adjustment nut and seat height adjustment shaft.

If necessary, applicable parts credit and a labor allowance credit of 0.3 man-hour per seat will be provided to replace the crew seat height adjustment nut.

If necessary, applicable parts credit and a labor allowance credit of 0.3 man-hour per seat will be provided to replace the seat height adjustment shaft.

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: February 9, 2010
- International: February 9, 2010

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB09-25-01 accomplished on your airplane.

B. On February 23, 2009 the following message will be sent to applicable owners of record in SB09-25-01R1A.

Dear Cessna Owner:

This Owner Advisory is to inform you that Service Bulletin SB09-25-01 Revision 1: Crew Seat Height Adjustment Nut Inspection has been issued. Revision 1 was issued to correct the labor inspection man-hours from 2.0 man-hours per seat to 1.0 man-hour per seat.

It has been determined that some of the 0790007-2 Height Adjustment Nuts may have been made with internal threads that are larger than specified. If the internal threads of the nut are too large, it could result in damage to the nut threads and/or to the 0514226-12 Seat Height Adjust Shaft. The height adjustment nut and shaft on each crew seat shall be inspected and if necessary, replaced as described in SB09-25-01 Revision 1.

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Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB09-25-01 Revision 1 accomplished on your airplane.