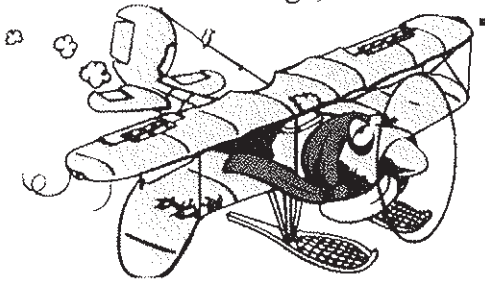


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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

Cargo Tie Down

Cessna Models, 150, 152, 170, 172, 175, 180, 182, 185, 190, 195,
206, 207, 208, 210 aircraft

RETAIN THIS DOCUMENT WITH THE AIRCRAFT RECORDS

Document Number: ICA-1004

REVISION HISTORY

| Revision | Description | Date |
|----------|----------------|------------|
| 0 | Original Issue | 08.July.09 |

For updated revisions of this document it is the owner/operators responsibility to contact F. Atlee Dodge Aircraft Services, LLC. through our website or directly at the numbers given above.

This document meets the requirements of 14 CFR 23.1529 (Appendix G).

Additionally it is found acceptable to the FAA AEG in accordance with the guidelines outlined in FAA Order 8110.54.

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1.2 Model Applicability

The data presented in this Instruction for Continued Airworthiness (ICA) is intended to augment the information contained in the original aircraft maintenance manual or structural repair manual. Additional information on recommended best practices and acceptable methods, techniques can be obtained from FAA AC 43.13-1B/2A

| Applicable Make / Model | TCDS |
|--|-------|
| Cessna / 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, A150K, A150L, 150M, A150M | 3A19 |
| Cessna / FA 150K, FA150L, FRA150L, FRA 150M | A13EU |
| Cessna / 152, A152 | 3A19 |
| Cessna / FA152, F152 | A13EU |
| Cessna / 170, 170A, 170B | A-799 |
| Cessna / 172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172 S | 3A12 |
| Cessna / F172D, F172E, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P | A4EU |
| Cessna / 175, 175A, 175B, 175C, P172D, R172F (USAF T-41D), R172G, R172H, R172J, R172K, 172RG | 3A17 |
| Cessna / 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K | 5A6 |
| Cessna / 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, R182, T182, TR182, T182T | 3A13 |
| Cessna / 185, 185A, 184B, 185C, 185D, 185E, A185E, A185F | 3A24 |
| Cessna / 190, 195 (LC-126A,B,C), 195A, 195B | A790 |
| Cessna / 206, P206, P206A, P206B, P206C, P206D, P206E, U206, U206A, 206H, U206B, U206C, U206D, U206E, U206F, U206G, TP206A, TP206B, TP206C, T206H, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G | A4CE |
| Cessna / 207, T207, 207A, T207A | A16CE |
| Cessna / 208, 208A, 208B | A37CE |
| Cessna / 210, 210A, 210B, 210C, 210D, 210E, 210F, T210F, 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, P210N, T210N, 210R, P210R, T210R, 210-5 (205), 210-5A, (205A) | 3A21 |

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2. Installation and Removal Procedures

NOTE:

Consult Aircraft Manufacturers recommendations on the Cargo Tie Down Configuration.

THIS PRODUCT IS NOT TO BE USED AS A SEAT STOP.

2.1 Installation

The Tie Down Assy is a two piece clamp half with AN4-7A bolt in the center. Loosen the bolt and slip the Tie Down Clamp in the desired location. Tighten AN4-7A bolt to 30 In/lbs at minimum. Before attaching restraint straps inspect tie down clamp for security on track.

2.2 Removal

Remove the restraint strap and loosen AN4-7A bolt to remove the Tie Down Clamp from the seat rail.

Caution: Tie Down Clamps should be stowed in a secure location when not in use to prevent interference with flight controls in cockpit.

3 Maintenance

No repairs are authorized for this product.

3.1 Inspection Requirements

The tie down clamp is fabricated from aluminum using a steel bolt. Before each installation and removal, inspect the Tie Down Clamp Assy for corrosion, damage, and thread condition of the steel bolt. If no damage or corrosion is found, the Tie Down Clamp is acceptable and can be returned to service.

3.2 Working Load

The rated limit load (maximum allowable in service) is 750 lbs at a 45 degree angle from the horizontal seat rail. It is the pilot's responsibility to adequately secure the load in the aircraft prior to each flight. Refer to AFMS for proper procedures and tie-down planning.

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4. Airworthiness Limitations

This Airworthiness Limitations Section is FAA approved and specifies maintenance required under paragraphs 43.16 and 91.403 of the Federal Aviation Regulations unless an alternate program has been FAA approved. This modification does not affect the airworthiness section of the FAA Approved Maintenance Manual.

No additional airworthiness limitations have been imposed by this modification.

END

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