

# Airworthiness Directive Schedule

## Aeroplanes

### Cessna 208 Series

30 July 2009

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- Notes**
1. This AD schedule is applicable to Cessna 208 and 208B aircraft manufactured under FAA Type Certificate No. A37CE.
  2. The date above indicates the amendment date of this schedule.
  3. New or amended ADs are shown with an asterisk \*

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**DCA/CESS208/1 Fuel Selector - Placard**

**Applicability:** All model 208 and 208A

**Requirement:** To preclude possibility of incorrect fuel tank selection, install warning placard per Cessna SB CAB 85-15.

(FAA AD 86-09-08 also refers)

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

**Effective Date:** 1 August 1986

**DCA/CESS208/2 Fuel System - Modification**

**Applicability:** Models 208 and 208A S/N 20800001 through 20800105

**Requirement:** To prevent fuel starvation due to improper positioning of wing tank selectors, accomplish the following:

1. Aircraft S/N 20800001 through 20800105 - Modify per Cessna SB CAB 86-8.
2. Aircraft S/N 20800001 through 20800083 - Modify per Cessna SB CAB 86-26

(FAA AD 86-22-06 also refers)

**Compliance:** By 31 March 1987

**Effective Date:** 13 February 1987

**DCA/CESS208/3 Engine Mount/NLG Shimmy Dampener - Inspection and Replacement**

**Applicability:** Models 208, 208A S/N 20800001 through 20800130 and 208B S/N 208B00001 through 208B0086

**Requirement:** To prevent NLG shimmy and failure of the engine mount ring, accomplish the following:

1. Visually inspect lower portion of engine mount ring for misalignment or cracks. If ring has visible misalignment or a crack longer than 43 mm (1.7 inches) long, prior to further flight repair per Cessna 208 Maintenance Manual.
2. Replace shimmy dampener P/N 2643007-1 or -2 with P/N 2643090-1 per Cessna SB CAB 88-14.

(FAA AD 90-05-04 refers)

**Compliance:** Within the next 100 hours TIS

**Effective Date:** 4 May 1990

**DCA/CESS208/4 Flap Bellcrank Weld - Inspection**

**Applicability:** Models 208, 208A S/N 20800001 through 20800173 and 208B S/N 208B0001 through 208B0202

**Requirement:** To prevent failure of bellcrank assembly and unexpected retraction of flaps, accomplish the following:

Inspect the upper right flap bellcrank per Cessna SB CAB 89-34 for welds that may have been omitted, cracks and deformation. Rectify defective installations as prescribed in SB CAB 89-34.

(FAA AD 90-05-01 also refers)

**Compliance:** Within the next 50 hours TIS

**Effective Date:** 4 May 1990

**DCA/CESS208/5 Severe Icing Conditions - Flight Manual Revision**

**Applicability:** Models 208 and 208B.

**Requirement:** To minimise the potential hazards associated with operating the aircraft in severe icing conditions by providing more clearly defined procedures and limitations associated with such conditions, accomplish the following:-

1. Revise the aircraft flight manual by inserting a copy of FAA AD 96-09-15 per paragraphs (a)(1) and (a)(2) of FAA AD 96-09-15. Compliance with the Limitations Section is mandatory. A manufacturer's flight manual revision in accordance with FAA AD 96-09-15 is an acceptable alternative means of compliance.

2. Operators must ensure that flight crew are aware of the flight manual revision.

(FAA AD 96-09-15 refers)

**Compliance:** By 30 May 1996

**Effective Date:** 23 May 1996

**DCA/CESS208/6 Fuel, Oil or Hydraulic Hose - Removal**

**Applicability:** All model 208 and 208B.

**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 CAB96-15, Revision 1. 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 CAB96-15, Revision 1.

(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/CESS208/7 Positioning of Power Levers - Flight Manual Revision**

**Applicability:** Models 208, 208A and 208B.

**Requirement:** To prevent loss of control of the aircraft or engine overspeed caused by the power levers being positioned below the flight idle stop while the aircraft is in flight, accomplish the following:-

Amend the Limitations Section of the aircraft flight manual (AFM) by inserting the following wording:

"Positioning of power levers below the flight idle stop while the aircraft is in flight is prohibited. Such positioning may lead to loss of aircraft control or may result in an overspeed condition and consequent loss of engine power."

This action may be accomplished by incorporating a copy of this AD into the Limitations Section of the AFM.

(FAA AD 97-25-04 refers)

**Compliance:** By 31 March 1998

**Effective Date:** 13 February 1998

**DCA/ CESS208/8 Canceled DCA/CESS208/11 refers****Effective Date:** 30 September 2004**DCA/ CESS208/9 Canceled DCA/CESS208/11 refers****Effective Date:** 30 Sept 2004**DCA/CESS208/10 Wing Strut Attachment Nut – Inspection****Applicability:** Model 208 aircraft, S/N 20800370 and 20800371.  
Model 208B aircraft, S/N B208B1034 through 208B1043, 208B1045, 208B1046 and 208B1048.**Requirement:** To detect and correct loose and improperly tied nuts on the wing struts, which could result in an attachment nut coming off the bolt. This could lead to the failure of the wing structure.  
Inspect upper wing strut attach fitting P/N MS17826-14 nut for the P/N MS24665-360 cotter pin and any lower wing strut attach fitting P/N MS17826-12 nut for the P/N MS24665-357 cotter pin. If the appropriate cotter pin is not installed tighten the nut (P/N MS17826-14 or P/N MS17826-12) and align the castellations of the nut and the cotter pin hole in the bolt; before installing the appropriate P/N MS24665-360 or P/N MS24665-357 cotter pin. Refer to Cessna Special Service Project No. SSP04-2, dated April 5, 2004. and the applicable airplane maintenance manual.

(FAA AD 2004-08-17 refers)

**Compliance:** Before further flight**Effective Date:** 27 May 2004**DCA/CESS208/11 Flap Bellcrank – Inspection and Replacement****Applicability:** Group 1: Model 208 S/Ns 20800001 through 20800369  
Model 208B S/Ns 208B1020 through 208B1024, 208B1026, and 208B1029 through 208B1033.

Group 2: Model 208 &amp; 208B all S/Ns.

**Requirement:** For Aircraft in Group 1, accomplish the following Paragraphs 1 thru 5:

1) Inspect the right inboard forward flap bellcrank assembly for cracks, deformation, and missing/incomplete welds. The affected flap bellcrank incorporates one of the following P/N 2622083-18, P/N 2622281-2, P/N 2692001-2, P/N 2622281-12. Use a flashlight and a mirror as necessary to see if welds (1), (4), (5), and (6) exist and are at least 0.06-inch thick around the full circumference of the shaft. These welds and the inspection procedures are referenced in Figure 1 of Cessna Caravan SB No.: CAB03-11, Revision 1.

2) Inspect the left inboard forward bellcrank for cracks, deformation, and missing/incomplete welds. The affected flap bellcrank incorporates one of the following P/Ns: 262283-15, or 2622281-1. Use a flashlight and a mirror as necessary to see if welds (1) through (4) exist and are at least 0.06-inch thick around the full circumference of the shaft. Refer Figure 2 of Cessna Caravan SB No.: CAB03-11, Revision 1.

3) Inspect the inboard aft bellcrank for cracks, deformation, and missing/incomplete welds. The affected flap bellcrank incorporates one of the following P/Ns: 2622267-1, or P/N 2622267-2, 2622267-7, 2622267-8, 2622083-1 or 2622083-2. Use a flashlight and a mirror as necessary to see if welds (1), (2), (4), and (5) exist and are at least 0.05-inch thick around the full circumference of the shaft. These welds and the inspection procedures are referenced in Figure 3 of Cessna Caravan SB No.: CAB03-11, Revision 1.

4) Inspect the outboard bellcrank for cracks, deformation, and missing/incomplete welds. The affected flap bellcrank incorporates one of the following P/Ns: 2622091-1, or 2622091-2, 2622091-9, 2622091-10, 2622091-17 or 2622091-18. Use a flashlight and a mirror as necessary to see if welds (1) through (4) exist and are at least 0.05-inch thick around the full circumference of the shaft. These welds and the inspection procedures are referenced in Figure 4, details A, B, and C; and Views A-A and B-B of Cessna Caravan SB No.: CAB03-11, Revision 1.

5) If you find cracks, deformation, or missing/incomplete welds during the inspection required by paragraphs 1) through 4) of this AD, then do one of the following:

a) Replace the bellcrank with a new bellcrank per the Accomplishment Instructions of Cessna Caravan SB No.: CAB02-12, Revision 1, and the Accomplishment Instructions of Cessna Caravan Service Kit No.: SK208-148A, or refer to the Maintenance Manual, Chapter 27, Flap System-Maintenance Practices, for bellcrank removal and installation procedures, or

b) Prohibit the use of flaps by inserting Temporary Revision, 208PHTR02, dated September 23, 2003, into the flight manual. This action may be accomplished by the holder of at least a private pilot licence. Make an entry into the aircraft logbook showing compliance with this portion of the AD.

**Note 1:** (1) This procedure applies to Cessna Models 208 and 208B landplanes. For other FAA-approved aircraft configurations (for example, amphibian, floatplanes, and so forth), you must operate with flaps up per the appropriate airplane flight manual supplement.

**Note 2:** This procedure allows for applicable deviation from the Master Minimum Equipment List (MMEL) for these airplanes until the flap bell crank is replaced. The applicable MMEL requirements go back into effect at the time of flap bell crank replacement through the actions of paragraph (g) of this AD.

For Group 2 Aircraft, accomplish the following paragraphs 6 thru 8:

6. Repetitive Inspections:

Inspect, using eddy current technique, any inboard forward flap bellcrank (P/N 2622281-2, 2622281-12, 2692001-2, or approved equivalent P/N) for cracks per the Inspection Instructions of Cessna Caravan Service Bulletin No.: CAB02-1, and the applicable maintenance manual.

7. Initial Replacement:

a) Replace any inboard forward flap bellcrank (P/N 2622281-2, 2622281-12, 2692001-2, or approved equivalent P/N) with either:

- i) a new flap bellcrank with the same P/N or approved equivalent P/N; or
- ii) a new flap bellcrank (P/M 2622311-7 or approved equivalent P/N).

b. For flap bellcrank (P/N 2622281-2, 2622281-12, 2692001-2, or approved equivalent P/N): Follow the Instructions of Cessna Caravan Service Bulletin No.: CAB02-1, and the applicable maintenance manual.

c. For new flap bellcrank (P/N 2622311-7 or approved equivalent P/N): Follow the Accomplishment Instructions of Cessna Caravan Service Bulletin No.: CAB02-12, Revision 1, and the Accomplishment Instructions of Cessna Caravan Service Kit No.: SK208-148A.

**Note:** After a new flap bellcrank is installed, the Temporary Revision 208PHTR02, dated September 23, 2003, should be removed.

8. Life Limits

a) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or approved equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph 6 of this AD.)

b) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or approved equivalent P/N) is 40,000 landings. No repetitive inspections are required on these bellcranks.

(FAA AD 2004-17-01 refers)

**Compliance:** 1,2,3 and 4. Within the next 25 landings after October 21, 2003 (the effective date of DCA/CESS208/9 and AD 2003-21-04). If landings are unknown, then you may multiply hours TIS by 1.25. For the purposes of this AD, substitute 20 hours TIS for 25 landings.

5. Replace or do the flap prohibition actions before further flight after the inspection required in paragraphs 1 through 4 of this AD. If you choose the flap prohibition, you must have the replacement done within 200 hours TIS after the inspection required by paragraphs 1 through 4 of this AD.

6. Initially inspect upon the accumulation of 4,000 landings on the bellcrank or within the next 250 landings after 19 December, 2002 (the effective date of DCA/CESS208/8 & FAA AD 2002-22-17), whichever occurs later. Repetitively inspect thereafter at every 500 landings until 7,000 landings are accumulated at which time you must replace as required in paragraph 8 of this AD. No repetitive inspections are required when a P/N 2622311-7 (or FAA-approved equivalent P/N) inboard forward flap bellcrank is installed.

7. If cracks are found, replace bellcrank or prohibit the use of flap before further flight. If you choose the flap use prohibition, replacement of the bellcrank must be accomplished within 200 hours TIS.

8. Replace at or before the stated life limits.

**Effective Date:** 30 September 2004

**DCA/CESS208/12A Cancelled – DCA/CESS208/14 refers**

**Effective Date:** 27 April 2006

**DCA/CESS208/13A Cargo Pod and Landing Gear Fairings De-icing Boots - Installation**

**Applicability:** Model 208 and 208B aircraft, all S/Ns.

**Requirement:** To provide a safe method to detect ice, snow, frost, or slush adhering to the upper wing (a critical surface) prior to takeoff; and to reduce drag in-flight by shedding ice on the cargo pod and landing gear fairings, accomplish the following:

1. Install a pilot assist handle P/N SK208-146-2, per modification kit SK208-146-2 if the aircraft is operated in the ground icing conditions defined under Visual/Tactile Check in the limitations section of the AFM).

The installation of the pilot assist handle is to be accomplished, per step 4 of the Accomplishment Instructions of Cessna Caravan Service Kit No. SK208-146, dated 4 October 2004.

2. Insert the following text after the "Other Limitations" in the limitations section of the Cessna models 208 or 208B Pilot's Operating Handbook (POH) and CAA-approved Aircraft Flight Manual (AFM):

**'COLD WEATHER OPERATIONS**

The airplane must be equipped with the following equipment when operating at an airport in the ground icing conditions defined under 'Visual/Tactile Check' in the Limitations Section:

1. Pilot assist handle, Cessna P/N SK208-146-2'.
3. For model 208B aircraft fitted with Pratt & Whitney of Canada PT6A-114 Turbo Prop engines (600 SHP), a cargo pod and pneumatic deicing boots, do one of the following:
  - a) Install Cessna Caravan Accessory Kit No. AK208-6C, revision C (i.e. a cargo pod and landing gear fairing de-ice kit), per the Installation Instructions of Cessna Caravan Service Bulletin No. CAB95-19, dated 13 October 1995, or
  - b) Install a placard in view of the pilot which states 'This aircraft is prohibited from flight in known or forecast icing'.
4. For all model 208 and 208B aircraft fitted with a cargo pod and pneumatic deicing boots and not included in requirement 3, do one of the following:
  - a) Install Cessna Caravan Accessory Kit No. AK208-6C, revision C (i.e. a cargo pod and landing gear fairing de-ice kit), per the Installation Instructions of Cessna Caravan Service Bulletin No. CAB93-20, revision 1 dated 13 October 1995, or
  - b) Install a placard in view of the pilot which states 'This aircraft is prohibited from flight in known or forecast icing'.
5. Insert the following text to the equipment list under 'Flight Into Known Icing' in the 'Kinds of Operation Limits' section of the Cessna models 208 and 208B POH and CAA-approved AFM:

'Lower main landing gear leading edge de-ice boots.  
Cargo pod nosecap deice boot'.

6. Deleted the following text under 'Required Equipment' in the limitations section of the AFM Supplement S1 "Known Icing Equipment" in the Cessna models 208 or 208B POH and CAA-approved AFM, that currently reads as follows:

'The following additional equipment is not required for flight into icing conditions as defined by FAR 25, but may be installed on early serial airplanes by using optional accessory Kit AK208-6. On later serial airplanes, this equipment may be included with the flight into known icing package. If installed, this equipment must be fully operational'.

(FAA AD 2006-01-11 R1 refers)

**Note:** The amendment of the POH and AFM may be accomplished by the pilot in accordance with CAR Part 43, Appendix A.

**Compliance:** 1. 2. 3. & 4. By 30 June 2006, unless already accomplished.  
5. & 6. Before further flight, after accomplishment of requirement 3 or 4.

**Effective Date:** DCA/CESS208/13 - 23 February 2006  
DCA/CESS208/13A - 27 April 2006

**DCA/CESS208/14** **Cancelled - DCA/CESS208/15 refers**

**Effective Date:** 28 June 2007

**DCA/CESS208/15** **Severe Icing Conditions - Flight Manual Revision and Modification**

**Applicability:** Model 208 and 208B aircraft, all S/Ns.

**Note 1:** This AD retains requirements 1 and 2 of DCA/CESS208/14 with the addition of requirement 3.

**Requirement:** To minimise the potential hazards associated with operating the aircraft in severe icing conditions by providing more clearly defined procedures and limitations associated with such conditions, and thus prevent loss of control of the aircraft, accomplish the following:

1. Revise the aircraft Pilot Operating Handbook (POH) and Aircraft Flight Manual (AFM) by accomplishing the following:



Affected Aircraft	Incorporate the following AFM revisions
a) All model 208 and 208B aircraft.	Section 2: Limitations and Section 4: Normal Procedures: Temporary Revision 208PHTR05, dated 27 June 2005, to the POH and AFM.
b) Model 208 aircraft fitted with a Pratt & Whitney of Canada Ltd., PT6A-114A turboprop engine (675 SHP) or a CAA-approved engine of equivalent horsepower, and fitted with airframe deicing pneumatic boots that are not currently prohibited from flight in known or forecast icing.	Section 9: Optional Systems Description and Operating Procedures: Revision 6 of the Cessna 208 (675 SHP) POH/AFM Supplement S1 "Known Icing Equipment", Cessna document D1352-S1-06, dated 27 June 2005.
c) Model 208 aircraft fitted with a Pratt & Whitney of Canada Ltd., PT6A-114 turboprop engine (600 SHP) or a CAA-approved engine of equivalent horsepower, and fitted with airframe deicing pneumatic boots that are not currently prohibited from flight in known or forecast icing.	Section 9: Optional Systems Description and Operating Procedures: Revision 6 of the Cessna 208 (600 SHP) POH/AFM Supplement S1 "Known Icing Equipment", Cessna document D1307-S1-06, dated 27 June 2005.
d) Model 208B aircraft fitted with a Pratt & Whitney of Canada Ltd., PT6A-114A turboprop engine (675 SHP) or a CAA-approved engine of equivalent horsepower, and fitted with airframe deicing pneumatic boots that are not currently prohibited from flight in known or forecast icing.	Section 9: Optional Systems Description and Operating Procedures: Revision 7 of the Cessna 208B (675 SHP) POH/AFM Supplement S1 "Known Icing Equipment", Cessna document D1329-0S1-007, dated 27 June 2005.
e) Model 208B aircraft fitted with a Pratt & Whitney of Canada Ltd., PT6A-114 turboprop engine (600 SHP) or a CAA-approved engine of equivalent horsepower, and fitted with airframe deicing pneumatic boots that are not of the currently prohibited from flight in known or forecast icing.	Section 9: Optional Systems Description and Operating Procedures: Revision 6 of the Cessna 208B (600 SHP) POH/AFM Supplement S1 "Known Icing Equipment", Cessna document D1309-0S1-006, dated 27 June 2005.

2. Once requirement 1 has been accomplished, implement the following changes to the aircraft Pilot Operating Handbook (POH), the Aircraft Flight Manual (AFM) and the AFM Supplement S1 "Known Icing Equipment":

- a) For model 208 and 208B aircraft, all S/Ns, fitted with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing: You are prohibited from continued flight after encountering moderate or greater icing conditions. The aircraft can dispatch into forecast areas of icing but must exit moderate or greater icing conditions if encountered.

- b) For model 208 and 208B aircraft, all S/Ns, fitted with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing:

(i) Insert the following text preceding the Kinds of Operation Limits paragraph in the Limitations section of the POH and AFM:

"Continued flight after encountering moderate or greater icing conditions is prohibited. One or more of the following defines moderate icing conditions for this airplane:

Indicated airspeed in level cruise flight at constant power decreases by 20 knots. Engine torque required to maintain airspeed increases by 400 ft. lbs. Airspeed of 120 KIAS cannot be maintained in level flight. An accretion of 1/4 -inch of ice is observed on the wing strut.

Disregard any mention of approval for flight in icing conditions within the POH/AFM."

**Note 2:** This change may be implemented by inserting a copy of this AD into the POH/AFM.

(ii) Insert the following text in the Limitations Section of the POH and AFM Known Icing Equipment Supplement S1 at the beginning of the paragraph "Required Equipment":

"Continued flight after encountering moderate or greater icing conditions is prohibited. One or more of the following defines moderate icing conditions for this airplane:

Indicated airspeed in level flight at constant power decreases by 20 knots.

Engine torque required to maintain airspeed increases by 400 ft. lbs.

Airspeed of 120 KIAS cannot be maintained in level flight.

An accretion of 1/4 -inch of ice is observed on the wing strut.

Disregard any mention of approval for flight in icing conditions within the POH/AFM."

**Note 3:** This change may be implemented by inserting a copy of this AD into the POH/AFM.

- c) For model 208 and 208B aircraft, all S/Ns fitted with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing, install 3 placards with black letters on a white background. The placards shall be located on the instrument panel under the radio stack or immediately above the pilot's flight instruments or below the pilot's vertical speed indicator. Lettering on the placard shall be a minimum height of 1/8-inch.

(i) Placard 1 shall include the following text:

"Continued flight after encountering moderate or greater icing conditions is prohibited. One or more of the following defines moderate icing conditions for this airplane:

Airspeed in level flight at constant power decreases by 20 KIAS.

Engine torque required to maintain airspeed increases by 400 ft. lbs.

120 KIAS cannot be maintained in level flight.

Ice accretion of 1/4 inch observed on the wing strut."

(ii) Placard 2 shall include the following text:

"120 KIAS Minimum in Icing Flaps UP except 110 KIAS if Climbing to Exit Icing".

(iii) Placard 3 shall include the following text:

"Disconnect autopilot at first indication of ice accretion".

- d) For model 208 and 208B aircraft, all S/Ns fitted with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing:

(i) Insert the following text under the "Airspeed Limitations" paragraph in the Limitations Section of the POH and AFM:

"Minimum airspeed in icing conditions, for all flight phases including approach, except takeoff and landing:

Flaps up: 120 KIAS

Flaps 10[deg]: 105 KIAS

Flaps 20[deg]: 95 KIAS

Exception for flaps up: when climbing to exit icing conditions airspeed can be reduced to 110 KIAS minimum.

Flaps must be extended during all phases (takeoff and landing included) at airspeeds below 110 KIAS, except adhere to published AFM procedures when operating with ground deicing/anti-icing fluid applied.

**WARNING**

The aural stall warning system does not function properly in all icing conditions and should not be relied upon to provide adequate stall warning when in icing conditions."

**Note 4:**

These are minimum speeds for operations in icing conditions. Disregard any reference to the original speeds within the POH/AFM.

(ii) Replace the text in the Known Icing Equipment Supplement S1 under the "Minimum Speed in Icing Conditions" paragraph with the following text:

"Minimum airspeed in icing conditions, for all flight phases including approach, except takeoff and landing:

Flaps up: 120 KIAS

Flaps 10[deg]: 105 KIAS

Flaps 20[deg]: 95 KIAS

Exception for flaps up: when climbing to exit icing conditions airspeed can be reduced to 110 KIAS minimum.

Flaps must be extended during all phases (takeoff and landing included) at airspeeds below 110 KIAS, except adhere to published AFM procedures when operating with ground deicing/anti-icing fluid applied.

**WARNING**

The aural stall warning system does not function properly in all icing conditions and should not be relied upon to provide adequate stall warning when in icing conditions."

**Note 5:**

These are minimum speeds for operations in icing conditions. Disregard any reference to the original speeds within the POH/AFM.

(iii) Insert the following text in the Limitations Section of the POH/AFM under the "Other Limitations" paragraph and in the Limitations Section of the Known Icing Equipment Supplement S1 under the "Autopilot Operations in Icing Conditions" paragraph:

"Disconnect autopilot at first indication of ice accretion"

- e) For model 208 and 208B aircraft, all S/Ns fitted with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing:

(i) Replace the text in the Performance Section of the models 208 or 208B POH and CAA-approved AFM Known Icing Equipment Supplement S1 under the "Stall Speeds" paragraph with the following text:

"Ice accumulation on the airframe may result in a 20 KIAS increase in stall speed. Either buffet or aural stall warning should be treated as an imminent stall."

"Warning -The aural stall warning system does not function properly in all icing conditions and should not be relied upon to provide adequate stall warning when in icing conditions."

(ii) Replace the "Warning" text in the Limitations Section of the models 208 or 208B POH and CAA-approved AFM Known Icing Equipment Supplement S1 under "Environmental Conditions" with:

"Flight in these conditions are prohibited".

(iii) Replace the last two sentences in the Limitations Section of the models 208 or 208B POH and CAA-approved AFM Known Icing Equipment Supplement S1 under "Environmental Conditions" with the following text:

"Exit strategies should be determined during preflight planning".

3. Install a low airspeed awareness system per Cessna Service Bulletin CAB06-11 and Service Kit SK 208-171, both dated 9 October 2006.

Incorporated the applicable S1 Known Icing Equipment AFM supplement, dated 20 February 2007 into the aircraft Pilot Operating Handbook (POH) and Aircraft Flight Manual (AFM) by accomplishing the following:

Affected Aircraft	Incorporate the following AFM Supplement
(a) Cessna Model 208 aircraft fitted with a Pratt & Whitney of Canada Ltd., PT6A-114A turboprop engine (675 SHP) or a CAA approved engine of equivalent or higher horsepower and fitted with airframe deicing pneumatic boots that are not currently prohibited from flight in known or forecast icing.	Model 208 aircraft (675 SHP) Flight Manual Supplement S1 "Known Icing Equipment," Cessna document D1352-S1-10, dated 20 February 2007.
(b) Cessna Model 208 aircraft fitted with a Pratt & Whitney of Canada Ltd., PT6A-114 turboprop engine (600 SHP) or a CAA approved engine of equivalent horsepower and fitted with airframe deicing pneumatic boots that are not currently prohibited from flight in known or forecast icing.	Model 208 (600 SHP) Flight Manual Supplement S1 "Known Icing Equipment," Cessna document D1307-S1-09, dated 20 February 2007.
(c) Cessna Model 208B aircraft fitted with a Pratt & Whitney of Canada Ltd., PT6A-114A turboprop engine (675 SHP) or a CAA approved engine of equivalent or higher horsepower and fitted with airframe deicing pneumatic boots that are not currently prohibited from flight in known or forecast icing.	Model 208B (675 SHP) Flight Manual Supplement S1 "Known Icing Equipment," Cessna document D1329-S1-10, dated 20 February 2007.

(d) Cessna Model 208B aircraft fitted with a Pratt & Whitney of Canada Ltd., PT6A-114 turboprop engine (600 SHP) or a CAA approved engine of equivalent horsepower and fitted with airframe deicing pneumatic boots that are not currently prohibited from flight in known or forecast icing.	Model 208B (600 SHP) Flight Manual Supplement S1 "Known Icing Equipment," Cessna document D1309-S1-10, dated 20 February 2007.
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**Note 6:** The actions in requirements 1 and 2 shall be accomplished and remain effective until accomplishment of requirement 3.

(FAA AD 2007-10-15 refers)

**Compliance:** 1. & 2. By 6 July 2007, unless already accomplished per DCA/CESS208/14, and to remain in effect until requirement 3 is accomplished.

3. By 28 September 2007.

**Effective Date:** 28 June 2007

#### DCA/CESS208/16 Alternate Static Source Selector – Inspection

**Applicability:** The following aircraft fitted with an alternate static air source selector valve P/N 2013142-18 since 19 November 2007:

Model 208 aircraft, S/N 20800001 through to 20800417, 20800418 and 20800419

Model 208B aircraft, S/N 208B0001 through to 208B1294 through to 208B1310

**Note 1:** Model 208 aircraft, S/N 20800417, 20800418 and 20800419, and model 208B aircraft, S/N 208B1294 through to 208B1310 had an alternate static air source selector valve P/N 2013142-18 installed at manufacture.

**Note 2:** P/N 2013142-18 superseded P/N 2013142-9, -13 and -17.

**Requirement:** To prevent erroneous indications from the altimeter, airspeed and vertical speed indicator which could cause the pilot to react to incorrect flight information and possibly result loss of aircraft control, accomplish the following:

1. Inspect the alternate static air source selector valve and establish whether the static air port on the forward end of the valve is clearly visible and not covered by the P/N identification placard.

If the static air port is found covered by the P/N identification placard, remove the placard from the selector valve body and ensure the port is open and unobstructed. Discard the placard and record the P/N of the alternate static air source selector valve in the aircraft logbook.

**Note 3:** If the alternate static air source selector valve port is found covered by the identification placard, submit a defect report form CA005D to the Civil Aviation and provide the aircraft model, S/N and aircraft TTIS.

2. Before fitting an alternate static air source selector valve P/N 2013142-18 to any aircraft, accomplish requirement 1 of this AD.

(FAA AD 2008-10-02 refers)

**Compliance:** 1. Before further flight.

2. From 12 May 2008.

**Effective Date:** 12 May 2008

**DCA/CESS208/17 Wing Wiring Harnesses – Inspection and Rework**

**Applicability:** Model 208 aircraft, S/N 20800001 through to 20800415

Model 208B aircraft, S/N 208B0001 through to 208B1299

**Requirement:** To prevent chafed and damaged wiring harnesses in the wings possibly resulting in incorrect fuel quantity indications, loss of fuel quantity annunciations and failure of the auto-control wing de-ice system, accomplish the following:

Inspect the left and right wing electrical wire bundles at the anchor attach points for loose and damaged wiring, per Cessna Aircraft Company Service Bulletin (SB) No. CAB08-02.

If any damaged wires are found, repair or replace the damaged wires and attach the wire bundles correctly before further flight, per SB No. CAB08-02.

If loosely attached wires are found, secure the wires and correctly attach the wire bundle supporting hardware before further flight, per SB No. CAB08-02.

(FAA AD 2008-13-06 refers)

**Compliance:** Within the next 200 hours TIS or by 31 July 2009, whichever occurs sooner.

**Effective Date:** 31 July 2008

**DCA/CESS208/18 Alternate Static Source Selector – Inspection**

**Applicability:** Model 208 and 208B aircraft, all S/N manufactured between 1 January 1993 and 31 March 2008, or fitted with an alternate static air source selector valve P/N 2013142-18 as a replacement part between 1 January 1993 and 31 March 2008, unless already in compliance with DCA/CESS208/16.

**Note 1:** This AD includes aircraft not previously affected by DCA/CESS208/16 and all those aircraft fitted with an alternate static air source selector valve P/N 2013142-18 between 1 January 1993 and 31 March 2008. Alternate static air source selector valve P/N 2013142-18 replaced P/N 2013142-9, -13 and -17.

**Requirement:** To prevent erroneous indications from the altimeter, airspeed and vertical speed indicator which could cause the pilot to react to incorrect flight information and possibly result in loss of aircraft control, accomplish the following:

1. Inspect the alternate static air source selector valve and establish whether the static air port on the forward end of the valve is clearly visible and not covered by the P/N identification placard per the procedures in Cessna Single Engine SB SB08-34-02 revision 1 dated 6 October 2008, Cessna Caravan SB CAB08-4 revision 1 dated 6 October 2008, Cessna Single Engine SB SEB08-5 dated 13 October 2008 or Cessna Multi-engine SB MEB08-6 dated 13 October 2008, as applicable.

If the static air port is found covered by the P/N identification placard, remove the placard from the selector valve body and ensure the port is open and unobstructed. Discard the placard and record the P/N of the alternate static air source selector valve in the aircraft logbook.

2. Before fitting an alternate static air source selector valve P/N 2013142-18 to any aircraft, accomplish requirement 1 of this AD.

**Note 2:** If the alternate static air source selector valve port is found covered by the P/N identification placard, submit a defect report form CA005D to the Civil Aviation and provide the aircraft model, S/N and aircraft TTIS.

(FAA AD 2008-26-10 refers)

**Compliance:** 1. By 3 February 2009 for IFR aircraft, and within the next 100 hours TIS or by 23 May 2009 whichever occurs sooner for non IFR aircraft.  
2. From 23 January 2009.

**Effective Date:** 23 January 2009

#### **DCA/CESS208/19 Aileron Cable Upper Quadrant – Modification**

**Applicability:** Model 208 aircraft, S/N 20800001 through to 20800415 and 20800417 through to 20800419.

Model 208B aircraft, S/N 208B0001 through to 208B1081, 208B1083 through to 208B1215, 208B1217 through to 208B1257, 208B1259 through to 208B1305, 208B1307 and 208B1309 through to 208B1310.

**Requirement:** To prevent the cable attach fitting on the aileron upper quadrant assembly from rotating and possibly contacting or interfering with the aileron lower quadrant assembly which could result in limited roll control, modify the aileron carry-through cable attachment to the aileron upper quadrant per the instructions in Cessna Caravan SB No. CAB08-6 dated 27 October 2008.

(FAA AD 2009-05-12 refers)

**Compliance:** Within the next 100 hours TIS or by 30 October 2009, whichever occurs sooner.

**Effective Date:** 30 April 2009

#### **\* DCA/CESS208/20 Roll and Yaw Bridles Cables – Inspection and Rework**

**Applicability:** Model 208 aircraft, S/N 20800500 through to 20800504

Model 208B aircraft, S/N 208B1216, 208B2001, 208B2003 through to 208B2023, 208B2025 through to 208B2029, 208B2031 through to 208B2037, 208B2040, 208B2042 and 208B2043.

**Requirement:** To prevent the unseating of bridle cable swage balls from the recess in the servo drum due to possible loose bridle cable clamps which can result in very limited rudder and/or aileron control and loss of aircraft control, accomplish the following:

1. Inspect the roll and yaw bridle cable tensions and adjust as required, and torque the 12 bridle cable clamp screws per the instructions in paragraphs 2. through to 7. of Cessna Aircraft Company Caravan SB CAB08-9 dated 24 November 2008.

2. Report the inspection results of requirement 1 of this AD to the FAA by providing the following information:

Aircraft model and S/N.

Did you find the yaw bridle cable tension to be within the range of 15 to 25 lbs?

Did you find the roll bridle cable tension to be within the range of 10 to 14 lbs?

Were any other discrepancies noted during the inspection?

Name, telephone number and/or email address and date.

Send the report to:

Ann Johnson, Aerospace Engineer  
ACE-116W, Wichita Aircraft Certification Office  
1801 Airport Road, Room 100  
Wichita, KS 67209  
fax: (316) 946-4107  
email: [ann.johnson@faa.gov](mailto:ann.johnson@faa.gov)

**Note:** As an alternative to providing the above mentioned information, the form in figure 1 of FAA AD 2009-15-05 can be completed and sent to the FAA. The report is not required if SB CAB08-9 was accomplished before 27 July 2009.

(FAA AD 2009-15-05 refers)

**Compliance:**

1. Within the next 10 hours TIS.
2. Within the next 10 hours TIS after accomplishing requirement 1 of this AD.

**Effective Date:** 27 July 2009