中国民用航空局



CAAC 适 航 指 令

AIRWORTHINESS DIRECTIVE

本指令根据中国民用航空规章《民用航空器适航指令规定》(CCAR-39)颁发,内容涉及飞行安全,是强制性措施。如不按规定完成,有关航空器将不再适航。

编号: CAD2004-C208-02

修正案号: 39-4623

一. 标题: 检查、更换内侧襟翼前缘双臂摇臂(bellcrank)

二. 适用范围:

1、第1组,以下型号及序号的CESSNA 208 和208B型飞机:

型号	序号
208	20800001至20800369 208B0001至208B1014, 208B1017,
208B	208B1018, 208B1020至208B1024, 208B1026,和208B1029至
	208B1033。

注1:保留CAD2003-C208-02(修正案号:39-4218,2003年11月13日颁发)要求的工作,但将适用范围扩大至所有位置的双臂摇臂(具体受影响件号见附件中FAA AD 2004-17-01的措施部分)。

2、第2组, 所有CESSNA 208 和208B型飞机。

注2:保留CAD2003-C208-01(修正案号:39-3930,2003年1月29日颁发)要求的工作:对内侧襟翼前缘双臂摇臂进行重复检查,看是否存在裂纹,最终应替换这些双臂摇臂,另外也可以安装新设计的双臂摇臂以延长其寿命并取消重复检查的要求。

三. 参考文件:

- 1、FAA AD 2004-17-01,修正案号: 39-13772, 2004 年 8 月 5 日颁发:
- 2、CESSNA CARAVAN 服务通告 No.CAB03-11 修改版 1,2003 年 9 月 24 日颁发:

- 3、CESSNA CARAVAN 服务通告 No.CAB02-12 修改版 1,2003 年 1 月 27 日颁发;
- 4、CESSNA CARAVAN 服务通告 No.CAB02-1, 2002 年 2 月 11 日颁发:
- 5、CESSNA CARAVAN 服务包 SK208-148A, 2003 年 1 月 27 日 颁发:
- 6、飞机员使用手册和飞行手册临时改版 208PHTR02, 2003 年 9 月 23 日颁发。

四. 原因、措施和规定 本适航指令替代 CAD2003-C208-01, 39-3930 CAD2003-C208-02, 39-4218

本指令替代CAD2003-C208-01,修正案号: 39-3930,2003年1月29日颁发和CAD2003-C208-02,修正案号: 39-4218,2003年11月13日颁发。

本指令的颁发是由于: 1、CAD2003-C208-01 (参考FAA AD 2002-22-17颁发)颁发后,Cessna设计了新的襟翼双臂摇臂,寿命为40,000个起落(原寿命为7,000个起落); 2、CAD2003-C208-02 (参考FAA AD 2003-21-04颁发)颁发后,对所有双臂摇臂就裂纹、焊接丢失或缺损做了进一步的分析和试验。

裂纹、变形、焊接丢失或缺损可能引起双臂摇臂失效,从而导致 襟翼系统及周围结构损伤,使飞机降低或失去可控性。为防止此类事 件的再次发生,自本指令生效之日起,要求完成附件中FAA AD 2004-17-01中分别针对第1组飞机和第2组飞机要求的工作。

完成本指令可采取能保证安全的替代方法或调整完成时间,但必须得到适航部门的批准。

附件: FAA AD 2004-17-01

2004-17-01 Cessna Aircraft Company: Amendment 39-13772; Docket No. 2002-CE-23-AD; Supersedes AD 2002-22-17, amendment 39-12944; and AD 2003-21-04, amendment 39-13339.

When Does This AD Become Effective?

(a) This AD becomes effective on September 26, 2004.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 2002-22-17, amendment 39-12944; and AD 2003-21-04, amendment 39-13339.

What Airplanes Are Affected by This AD?

- (c) This AD affects the following airplane models and serial numbers that are certificated in any category:
- (1) Group 1 (retains the actions from AD 2003-21-04, and adds all flap bellcranks to the applicability):

Model	Serial Nos.
208 208B	20800001 through 20800369 208B0001 through 208B1014,
	208B1017, 208B1018, 208B1020 through 208B1024,
	208B1026, and 208B1029 through 208B1033.

(2) Group 2 (retains the requirement of AD 2002-22-17 that you repetitively inspect the inboard forward flap bellcranks for cracks, eventually replace these bellcranks, and provides the option of installing the new design flap bellcrank to increase the life limits and terminate the repetitive inspections): Models 208 and 208B airplanes, all serial numbers.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of (since FAA issued AD 2002-22-17) Cessna's design of a new flap bell crank with a life limit of 40,000 landings (instead of 7,000 landings), and (since FAA issued AD 2003- 21-04) further analysis and examination of cracks and missing/ incomplete welds in all of the bell cranks. The actions specified in this AD are intended to prevent failure of any bellcrank due to cracks, deformation, or missing/incomplete welds. This failure could lead to damage to the flap system and surrounding structure and result in reduced or loss of control of the airplane.

What Must I Do To Address This Problem for Group 1 Airplanes?

(e) To address this problem for Group 1 airplanes, you must do the following:

Actions	Compliance	Procedures
(1) Inspect the right	Within the next 25	Use a flashlight and a mirror
inboard forward flap	landings after	as necessary to see if welds
bellcrank assembly for	October 21, 2003 (the	(1), (4), (5), and (6) exist
cracks, deformation, and	effective date of AD	and are at least 0.06-inch
missing/incomplete	2003-21-04). If	thick around the full
welds. The affected flap	landings are	circumference of the shaft.
bellcrank incorporates	unknown, then you	These welds and the
one of the following part	may multiply hours	inspection procedures are
numbers (P/N): (i) P/N	time-in-service (TIS)	referenced in Figure 1,
2622083-18; (ii) P/N	by 1.25. For the	details A, B, and C; and
2622281-2; (iii) P/N	purposes of this AD,	Views A-A and B-B of
2692001-2; or (iv) P/N	you may substitute 20	Cessna Caravan Service
2622281-12.	hours TIS for 25	Bulletin No.: CAB03-11,
	landings.	Revision 1, dated September
		24, 2003.
(2) Inspect the left	Within the next 25	Use a flashlight and a mirror
inboard forward	landings after	as necessary to see if welds
bellcrank for cracks,	September 26, 2004,	(1) through (4) exist and are
deformation, and	the effective date of	at least 0.06-inch thick
missing/incomplete	this AD. If landings	around the full
welds. The affected flap	are unknown, then	circumference of the shaft.
bellcrank incorporates	you may multiply	These welds and the
one of the following part	hours TIS by 1.25.	inspection procedures are
P/Ns: (i) P/N	For the purposes of	referenced in Figure 2,
262283-15; or (ii) P/N	this AD, you may	details A, B, and C; and
2622281-1.	substitute 20 hours	Views A-A and B-B of
	TIS for 25 landings.	Cessna Caravan Service
		Bulletin No.: CAB03-11,
		Revision 1, dated

		September 24, 2003.
(3) Inspect the inboard	Within the next 25	Use a flashlight and a mirror
aft bellcrank for cracks,	landings after	as necessary to see if welds
deformation, and	September 26, 2004,	(1), (2), (4), and (5) exist
missing/incomplete	the effective date of	and are at least 0.05-inch
welds. The affected	this AD. If landings	thick around the full
flap bellcrank	are unknown, then	circumference of the shaft.
incorporates one of the	you may multiply	These welds and the
following P/Ns: (i)	hours TIS by 1.25.	inspection procedures are
P/N 2622267-1; or (ii)	For the purposes of	referenced in Figure 3,
P/N 2622267-2; (iii)	this AD, you may	details A, B, and C; and
P/N 2622267-7; (iv)	substitute 20 hours	Views A-A and B-B of
P/N 2622267-8; (v)	TIS for 25 landings.	Cessna Caravan Service
P/N 2622083-1; or (vi)		Bulletin No.: CAB03-11,
P/N 2622083-2.		Revision 1, dated September
		24, 2003.
(4) Inspect the outboard	Within the next 25	Use a flashlight and a mirror
bellcrank for cracks,	landings after	as necessary to see if welds
deformation, and	September 26, 2004,	(1) through (4) exist and are
missing/incomplete	the effective date of	at least 0.05-inch thick
welds. The affected	this AD. If lands are	around the full
flap bellcrank	unknown, then you	circumference of the shaft.
incorporates one of the	may multiply hours	These welds and the
following P/Ns: (i)	TIS by 1.25. For the	inspection procedures are
P/N 2622091-1; or (ii)	purposes of this AD,	referenced in Figure 4,
P/N 2622091-2; (iii)	you may substitute 20	details A, B, and C; and
P/N 2622091-9; (iv)	hours TIS for 25	Views A-A and B-B of
P/N 2622091-10; (v)	landings.	Cessna Caravan Service
P/N 2622091-17; or		Bulletin No.: CAB03-11,
(vi) P/N 2622091-18.		Revision 1, dated September
		24, 2003.
(5) If you find cracks,	Replace or do the flap	Replacement: Use the
deformation, or	prohibition actions	Accomplishment
missing/incomplete	before further flight	Instructions of Cessna
welds during the	after the inspection	Caravan Service bulletin

inspection required by	required in	No.: CAB02-12, Revision 1,
paragraphs (e)(1)	paragraphs (e)(1)	dated January 27, 2003, and
through (e)(4) of this	through (e)(4) of this	the Accomplishment
AD, then do one of the	AD. If you choose	Instructions of Cessna
following: (i) Replace	the flap prohibition,	Caravan Service Kit No.:
the bellcrank with a new	you must have the	SK208-148A, dated January
bellcrank; or (ii)	replacement done	27, 2003, or refer to the
Prohibit the use of flaps	within 200 hours TIS	Maintenance Manual,
through the actions of	after the inspection	Chapter 27, Flap
paragraph (g) of this	required by	System-Maintenance
AD.	paragraphs (e)(1)	Practices, for bellcrank
	through (e)(4) of this	removal and installation
	AD. After the new	procedures. Flap
	flap bellcrank is	<i>Prohibition:</i> Use the
	installed, the	information in the
	Temporary Revision	Temporary Revision
	208PHTR02, dated	208PHTR02, dated
	September 23, 2003,	September 23, 2003. The
	should be removed.	action is referenced in
		Cessna Caravan Service
		Bulletin No.: CAB03-11,
		Revision 1, dated September
		24, 2003.

What Must I Do To Address This Problem for Group 2 Airplanes?

(f) To address this problem for Group 2 airplanes, you must do the following:

Actions	Compliance	Procedures
(1) Repetitive	Initially inspect upon the	Follow the Inspection
Inspections: Inspect,	accumulation of 4,000	Instructions of Cessna
using eddy current	landings on the	Caravan Service Bulletin
method, any inboard	bellcrank or within the	No.: CAB02-1, dated
forward flap bellcrank	next 250 landings after	February 11, 2002, and
(P/N 2622281-2,	December 31, 2002 (the	the applicable

2622281-12, 2692001-2,	effective date of AD	maintenance manual.
or FAA-approved	2002-22- 17), whichever	
11	occurs later.	
equivalent P/N) for		
cracks.	Repetitively inspect	
	thereafter at every 500	
	landings until 7,000	
	landings are	
	accumulated at which	
	time you must replace as	
	required in paragraphs	
	(f)(2) and $(f)(3)$ 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.	
(2) Initial Replacement:	If cracks are found,	Replacement: For flap
Replace any inboard	replace or do the flap	bellcrank (P/N
forward flap bellcrank	prohibition actions	2622281-2, 2622281-12,
(P/N 2622281-2,	before further flight	2692001-2, or
2622281-12, 2692001-2,	after the inspection	FAA-approved
or FAA-approved	required in paragraphs	equivalent P/N): Follow
equivalent P/N) with	(f)(1) of this AD. If you	the Instructions of Cessna
either: (i) a new flap	choose the flap	Caravan Service Bulletin
bellcrank with the same	prohibition, you must	No.: CAB02-1, dated
P/N 2622281-2,	have the replacement	February 11, 2002, and
262228-12, 269001-2, or	done within 200 hours	the applicable
FAA-approved or	TIS after the inspection	maintenance manual. For
equivalent P/N; or (ii)	required by paragraphs	new flap bellcrank (P/N
a new flap bellcrank	(f)(1) of this AD. After	2622311-7 or
(P/N 2622311-7 or	the new flap bellcrank	FAA-approved
FAA-approved	is installed, the	equivalent P/N): Follow
equivalent P/N).	Temporary Revision	the Accomplishment

208PHTR02, dated September 23, 2003, should be removed. If cracks are not found, initially replace at whichever occurs later: upon the accumulation of 7,000 landings on the bellcrank or within the next 75 landings after December 31, 2002 (the effective date of AD 2002-2217). (3) Life Limits (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved equivalent P/N) is		<u> </u>	1
should be removed. If cracks are not found, initially replace at whichever occurs later: upon the accumulation of 7,000 landings on the bellcrank or within the next 75 landings after December 31, 2002 (the effective date of AD 2002-2217). (3) Life Limits (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved		·	
cracks are not found, initially replace at whichever occurs later: upon the accumulation of 7,000 landings on the bellcrank or within the next 75 landings after December 31, 2002 (the effective date of AD 2002-2217). (3) Life Limits (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard flap bellcranks (P/N 2622311-7 or FAA-approved		September 23, 2003,	Caravan Service Bulletin
initially replace at whichever occurs later: upon the accumulation of 7,000 landings on the bellcrank or within the next 75 landings after December 31, 2002 (the effective date of AD 2002-2217). (3) Life Limits (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved		should be removed. If	No.: CAB02-12,
whichever occurs later: upon the accumulation of 7,000 landings on the bellcrank or within the next 75 landings after December 31, 2002 (the effective date of AD 2002-22—17). (3) Life Limits (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved		cracks are not found,	Revision 1, dated January
upon the accumulation of 7,000 landings on the bellcrank or within the next 75 landings after December 31, 2002 (the effective date of AD 2002-2217). (3) Life Limits (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard flap bellcranks (P/N 2622311-7 or FAA-approved		initially replace at	27, 2003, and the
of 7,000 landings on the bellcrank or within the next 75 landings after December 31, 2002 (the effective date of AD 2002-2217). (3) Life Limits (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard flap bellcranks (P/N 2622311-7 or FAA-approved		whichever occurs later:	Accomplishment
bellcrank or within the next 75 landings after December 31, 2002 (the effective date of AD 2002-2217). (3) Life Limits (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard flap bellcranks (P/N 2622311-7 or FAA-approved		upon the accumulation	Instructions of Cessna
next 75 landings after December 31, 2002 (the effective date of AD 2002-2217). Replace at the applicable referenced life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/ N) is 7,000 landings. Repetitive inspections every 500 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved		of 7,000 landings on the	Caravan Service Kit No.:
December 31, 2002 (the effective date of AD 2002-2217). Replace at the applicable referenced life limits (Repetitive applicable referenced life limits (Replacements): (i) The life limits (P/N 2622281-2, 2692001-2, or FAA-approved equivalent P/ N) is 7,000 landings. Repetitive inspections every 500 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard flap bellcranks (P/N 2622311-7 or FAA-approved		bellcrank or within the	SK208-148A, dated
effective date of AD 2002-2217). information in the Temporary Revision 208PHTR02, dated September 23, 2003. (3) Life Limits (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/ N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved		next 75 landings after	January 27, 2003. <i>Flap</i>
2002-2217). Temporary Revision 208PHTR02, dated September 23, 2003. (3) Life Limits (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved		December 31, 2002 (the	<i>Prohibitions:</i> Use the
208PHTR02, dated September 23, 2003. (3) Life Limits (Repetitive (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/ N) is 7,000 landings. Repetitive inspections every 500 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved		effective date of AD	information in the
(3) Life Limits (Repetitive (Repetitive) (Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard flap bellcranks (P/N 2622311-7 or FAA-approved		2002-2217).	Temporary Revision
(3) Life Limits (Repetitive (Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard flap bellcranks (P/N 2622311-7 or FAA-approved			208PHTR02, dated
(Repetitive Replacements): (i) The life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved			September 23, 2003.
Replacements): (i) The life limits paragraph (f)(2) of this life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/ N) is 7,000 landings. Repetitive inspections every 500 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	(3) Life Limits	Replace at the	Use the service
life limit for the inboard forward flap bellcranks (P/N 2622281-2, 2692001-2, or FAA-approved equivalent P/ N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	(Repetitive	applicable referenced	information referenced in
forward flap bellcranks (P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/ N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	Replacements): (i) The	life limits	paragraph (f)(2) of this
(P/N 2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/ N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	life limit for the inboard		AD.
2622281-12, 2692001-2, or FAA-approved equivalent P/ N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	forward flap bellcranks		
or FAA-approved equivalent P/ N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	(P/N 2622281-2,		
equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	2622281-12, 2692001-2,		
7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	or FAA-approved		
Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	equivalent P/ N) is		
every 500 landings begin at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	7,000 landings.		
at 4,000 landings (see paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	Repetitive inspections		
paragraph (f)(1) of this AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	every 500 landings begin		
AD.) (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	at 4,000 landings (see		
for the inboard forward flap bellcranks (P/N 2622311-7 or FAA-approved	paragraph (f)(1) of this		
flap bellcranks (P/N 2622311-7 or FAA-approved	AD.) (ii) The life limit		
2622311-7 or FAA-approved	for the inboard forward		
FAA-approved	flap bellcranks (P/N		
	2622311-7 or		
equivalent P/N) is	FAA-approved		
	equivalent P/N) is		

40,000 landings. No	
repetitive inspections are	
required on these	
bellcranks.	

Note 1: Inboard forward flap bellcranks (P/N 2622281-2, 2622281- 12, or 2692001-2) with 7,000 landings or more do not have to be replaced until 75 landings after December 31, 2002 (the effective date of AD 2002-22-17), unless found cracked.

Note 2: The compliance times of this AD are presented in landings instead of hours TIS. If the number of landings is unknown, hours TIS may be used by multiplying the number of hours TIS by 1.25.

What Are the Actions I Must Do if I Choose the Flap Prohibition Option?

- (g) Insert Temporary Revision, 208PHTR02, dated September 23, 2003, into the applicable pilot's operating handbook and FAA- approved airplane flight manual. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may incorporate this information into the AFM. Make an entry into the aircraft records showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).
- (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.
- (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.

May I Request an Alternative Method of Compliance?

- (h) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA.
- (1) For information on any already approved alternative methods of compliance, contact Paul Nguyen, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4125; facsimile: 816-946-4107.
- (2) Alternative methods of compliance approved under AD 2002-22- 17 and AD 2003-21-04 are not approved for this AD.

Does This AD Incorporate Any Material by Reference?

- (i) You must do the actions required by this AD following the instructions in the service information presented in paragraphs (i)(1) and (i)(2) of this AD.
- (1) On December 31, 2002 (67 FR 68508, November 12, 2002) and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation of Cessna Service Bulletin No.: CAB02-1, dated February 11, 2002.
- (2) On October 21, 2003 (68 FR 59707, October 17, 2003), and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation of Cessna Caravan Service Bulletin No.: CAB03-11, Revision 1, dated September 24, 2003; Cessna Caravan Service Bulletin No. CAB02-12, revision 1, dated January 27, 2003; and Cessna Caravan Service Kit No.: SK208- 148A, dated January 27, 2003 (original issue: October 21, 2002).

(3) You may get a copy from Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517- 5800; facsimile: (316) 942-9006. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr locations.html>.

Issued in Kansas City, Missouri, on August 5, 2004.

Dorenda D. Baker,

Manager, Small Airplane Directorate,

Aircraft Certification Service.

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