

21.3.2006

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Euroopan unionin yhteisen ilmailuviranomaisen EASA:n päätöksen 2/2003 mukaisesti suunnitteluvaltion lentokelpoisuusmääräyksen noudattaminen on ilma-aluksen jatkuvan lentokelpoisuuden edellytyksenä. Määräyksen mukaisen toimenpiteen saa tehdä ja kuitata, jollei Ilmailuhallinto määrää toisin, se jolla ilmailumääräyksen AIR M2-1, AIR M4-1, AIR M5-3, AIR M5-10, AIR M6-1, OPS M2-10, JAR-OPS 1 tai JAR OPS 3 mukaisesti on oikeus tehdä kyseisen ilma-aluksen tai -välineen määräaikaishuoltoja.

Suunnitteluvaltion lentokelpoisuusmääräys (Yhdysvallat) AD 2006-06-06**Cessna Aircraft Company. Jäätävässä säässä lentäminen**

Koskee: Kaikkia lentokoneita Cessna 208 ja 208B.

Lentokelpoisuusmääräyksen vaatimat toimenpiteet:

1. Tee lentokoneen lentokäsikirjaan muutokset ja asenna ohjaamoon kilvet viimeistään 27.3.2006 tämän tiedotuksen liitteen mukaisesti. Lentokäsikirjan muutokset saa tehdä myös lentokoneen ohjaaja.
2. Liitteen kohdassa f(1) kielletään lentämisen jatkamista sen jälkeen kun on havaittu kohtuullista tai voimakasta jäätymistä. Kielto ei enää ole voimassa sen jälkeen, kun liitteen kohdan (g) mukaiset toimenpiteet on tehty.

Lentokelpoisuusmääräys AD2006-06-06 korvaa lentokelpoisuusmääräyksen AD2005-07-01. Tämä lentokelpoisuustiedote korvaa tiedotteen T5111/05.

Tehty toimenpide sekä suunnitteluvaltion lentokelpoisuusmääräyksen numero on merkittävä ilma-aluksen teknilliseen päiväkirjaan.

Jos ilma-aluksen omistaja, haltija tai käyttäjä haluaa korvata lentokelpoisuusmääräyksen vaatimat toimenpiteet muilla vastaavan turvallisuustason antavilla toimenpiteillä, voi hän jättää perustellun hakemuksen Lentoturvallisuushallinnon Teknilliseen toimistoon.

Alkuperäinen lentokelpoisuusmääräys on saatavissa osoitteesta:

[www.airweb.faa.gov/Regulatory and Guidance Library/rgWebcomponents.nsf/HomeFrame?OpenFrameSet](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgWebcomponents.nsf/HomeFrame?OpenFrameSet) tai
Federal Aviation Administration, Department of Transport, 800, Independence Avenue, SW, Washington DC, 20591, USA, faksi +14059544104.

(e)

| Affected airplanes | Incorporate the following AFM revision document |
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| (1) Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers. | Section 2: Limitations and Section 4: Normal Procedures: Temporary Revision 208PHTR05, dated June 27, 2005, to the Pilots Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM). |
| (2) Cessna Model 208 airplanes with a Pratt & Whitney of Canada Ltd., PT6A-114A turboprop engine installed (675 SHP) or FAA-approved engine of equivalent horsepower installed, equipped 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 208 (675 SHP) POH/FAA-approved AFM Supplement S1 "Known Icing Equipment", Cessna document D1352-S1-06, dated June 27, 2005. |
| (3) Cessna Model 208 airplanes with a Pratt & Whitney of Canada Ltd., PT6A-114 turboprop engine installed (600 SHP) or FAA-approved engine of equivalent horsepower installed, equipped 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 Model 208 (600 SHP) POH/FAA-approved AFM Supplement S1 "Known Icing Equipment", Cessna document D1307-S1-06, dated June 27, 2005. |
| (4) Cessna Model 208B airplanes with a Pratt & Whitney of Canada Ltd., PT6A-114A turboprop engine installed (675 SHP) or FAA-approved engine of equivalent horsepower installed, equipped 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 208B (675 SHP) POH/FAA-approved AFM Supplement S1 "Known Icing Equipment", Cessna document D1329-0S1-007, dated June 27, 2005. |
| (5) Cessna Model 208B airplanes with a Pratt & Whitney of Canada Ltd., PT6A-114 turboprop engine installed (600 SHP) or FAA-approved engine of equivalent horsepower installed, equipped 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 208B (600 SHP) POH/FAA-approved AFM Supplement S1 "Known Icing Equipment", Cessna document D1309-0S1-006, dated June 27, 2005. |

(f) You must do the following, unless already done. These changes are to the Pilots Operating Handbook (POH) and FAA-approved AFM and to the POH/FAA-approved AFM Supplement S1 "Known Icing Equipment" mandated in paragraph (e) of this AD:

| Actions | Compliance | Procedures |
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| <p>(1) For Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers, equipped 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 airplane can dispatch into forecast areas of icing but must exit moderate or greater icing conditions if encountered.</p> | <p>No later than March 27, 2006 (3 days after the effective date of this AD of March 24, 2006).</p> | <p>Not Applicable.</p> |
| <p>(2) For Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing:</p> <p>(i) Insert the text in Appendix 1 of this AD preceding the KINDS OF OPERATION LIMITS paragraph in the LIMITATIONS section of the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-approved Airplane Flight Manual (AFM).</p> <p>(ii) Insert the text in Appendix 2 of this AD in the LIMITATIONS section of the Cessna Models 208 or 208B POH and FAA-approved AFM KNOWN ICING EQUIPMENT SUPPLEMENT S1 at the beginning of the paragraph "REQUIRED EQUIPMENT".</p> | <p>No later than March 27, 2006 (3 days after the effective date of this AD of March 24, 2006).</p> | <p>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 insert the information into the POH as specified in paragraph (f)(2) of this AD. You may insert a copy of this AD into the appropriate sections of the POH to comply with this action. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p> |

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| <p>(3) For Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers, equipped 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 in one of the following areas: under the radio stack, 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.</p> <p>(i) Placard 1 shall include the text of Appendix 3 of this AD.</p> <p>(ii) Placard 2 shall include the following text: "120 KIAS Minimum in Icing Flaps UP except 110 KIAS if Climbing to Exit Icing".</p> <p>(iii) Placard 3 shall include the following text: "Disconnect autopilot at first indication of ice accretion".</p> | <p>No later than March 27, 2006 (3 days after the effective date of this AD of March 24, 2006).</p> | <p>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 install the placards as specified in paragraph (f)(3) of this AD. You may insert a copy of this AD into the appropriate sections of the POH to comply with this action. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p> |
| <p>(4) For Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing:</p> <p>(i) Insert the text in Appendix 4 of this AD under the "AIRSPEED LIMITATIONS" paragraph in the LIMITATIONS section of the Cessna Models 208 or</p> | <p>No later than March 27, 2006 (3 days after the effective date of this AD of March 24, 2006).</p> | <p>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 insert the information into the POH as specified in paragraph (f)(4) of this AD. You may insert a copy of this AD into the appropriate sections of the POH to comply with this action. Make an entry into the aircraft records showing compliance with portion of the AD in</p> |

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| <p>208B POH and FAA-approved AFM.</p> <p>(ii) Replace the text in the KNOWN ICING EQUIPMENT SUPPLEMENT S1 UNDER THE "MINIMUM SPEED IN ICING CONDITIONS" paragraph with the text in Appendix 4.</p> <p>(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".</p> | | <p>accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p> |
| <p>(5) For Cessna Model 208 airplanes and Model 208B airplanes, all serial numbers, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing:</p> <p>(i) Replace the text in the PERFORMANCE section of the Cessna Models 208 or 208B POH and FAA-approved AFM KNOWN ICING EQUIPMENT SUPPLEMENT S1 UNDER THE "STALL SPEEDS" paragraph with the text in Appendix 5.</p> <p>(ii) Replace the "WARNING" text in the LIMITATIONS section of the Cessna Models 208 or 208B POH and FAA-approved AFM KNOWN ICING EQUIPMENT SUPPLEMENT S1 under "ENVIRONMENTAL CONDITIONS" with: "FLIGHT IN THESE CONDITIONS ARE</p> | <p>No later than March 27, 2006 (3 days after the effective date of this AD of March 24, 2006).</p> | <p>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 insert the information into the POH as specified in paragraph (f)(5) of this AD. You may insert a copy of this AD into the appropriate sections of the POH to comply with this action. Make an entry into the aircraft records showing compliance with portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p> |

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| <p>PROHIBITED”.</p> <p>(iii) Replace the last two sentences in the LIMITATIONS section of the Cessna Models 208 or 208B POH and FAA-approved AFM KNOWN ICING EQUIPMENT SUPPLEMENT S1 under “ENVIRONMENTAL CONDITIONS” with the following text: “Exit strategies should be determined during preflight planning”.</p> | | |
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(g) The prohibition from continued flight after encountering moderate or greater icing conditions (the prohibition of paragraph (f)(1) of this AD) may be removed when all of the following occurs:

- (1) The FAA, with Cessna's assistance, determines that the aircraft models can operate safely in icing conditions, and any required information from this activity is made available to operators;
- (2) The FAA approves a Low Speed Awareness System, that as a minimum incorporates an aural warning and activates at a minimum of 110 KIAS, and it is scheduled for installation on your aircraft within an acceptable amount of time;
- (3) You comply with AD 2006-01-11, Amendment 39-14450 (71 FR 1941) (or later revised AD), as required for your aircraft, and
- (4) The FAA will notify operators about paragraphs (g)(1) and (g)(2) of this AD by either distribution of a special airworthiness information bulletin (SAIB) such that operators can apply for an alternative method of compliance and/or through a revision of this AD.

Appendix 1 to AD 2006-06-06--Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual

Affected Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM)

Insert the following text at the beginning of the KINDS OF OPERATION LIMITS paragraph in the LIMITATIONS section of the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM). This may be done by inserting a copy of this AD into the POH/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."

Appendix 2 to AD 2006-06-06--Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual**Affected Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM)**

Insert the following text in the LIMITATIONS section of the POH and FAA-approved AFM KNOWN ICING EQUIPMENT SUPPLEMENT S1, at the beginning of the paragraph "REQUIRED EQUIPMENT". This may be done by inserting a copy of this AD into the POH/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 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."

Appendix 3 to AD 2006-06-06--Cessna Model 208 Airplanes and Model 208B Airplanes, Equipped With Airframe Deicing Pneumatic Boots, That Are Not Currently Prohibited From Flight in Known or Forecast Icing

Install a placard with black letters on a white background. The placard shall be located on the instrument panel in one of the following areas: Under the radio stack, immediately above the pilot's flight instruments, or below the pilot's vertical speed indicator. Lettering on the placard shall be a minimum 1/8-inch tall and state the following:

"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."

Appendix 4 to AD 2006-06-06--Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual Supplement S1**Affected Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM) and FAA-Approved Supplement S1**

Insert the following text into the LIMITATIONS section under the "AIRSPEED LIMITATIONS" paragraph of the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM), and Replace the text in the KNOWN ICING EQUIPMENT SUPPLEMENT S1 under the "MINIMUM SPEED IN ICING CONDITIONS" paragraph with the following text. This may be done by inserting a copy of this AD into the POH/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: These are minimum speeds for operations in icing conditions. Disregard any reference to the original speeds within the POH/AFM.

Appendix 5 to AD 2006-06-06--Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual Supplement S1

Replace the text in the PERFORMANCE section of the POH/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."