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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 2007-10-15**

### **Cessna Aircraft Company. Lentäminen jäätävässä säässä**

**Koskee:** Kaikkia lentokoneita Cessna 208 ja 208B.

#### **Lentokelpoisuusmääräyksen vaatimat toimenpiteet:**

- A.** Laita lentokoneen lentokäsikirjaan viimeistään 21.9.2007 tämän tiedotuksen liitteenä olevan FAA AD2007-10-15:n toimenpidekohdan (e) mukainen lentokäsikirjan liite. Sen jälkeen FAA AD2006-06-06 mukaiset vaatimukset [liitteenä oleva FAA AD2007-10-15:n toimenpidekohta (h) ja (i)] eivät enää ole voimassa.
- B.** Lentokelpoisuusmääräys FAA AD2006-06-06 vaati seuraavat toimenpiteet:

Tee lentokoneen lentokäsikirjaan muutokset ja asenna ohjaamoon kilvet viimeistään 27.3.2006 tämän tiedotuksen liitteenä olevan FAA AD2007-10-15:n toimenpidekohdan (h) ja (i) mukaisesti. Lentokäsikirjan muutokset saa tehdä myös lentokoneen ohjaaja.

Lentokelpoisuusmääräys AD2007-10-15 korvaa lentokelpoisuusmääräyksen AD2006-06-06. Tämä lentokelpoisuustiedote korvaa tiedotteen T5189/06.

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) Unless already done, within the next 90 days after the effective date of this AD, incorporate the applicable new S1 Known Icing Equipment AFM supplement, dated February 20, 2007, into the AFM/POH:

| Document  | Affects  |
|---|--|
| Model 208 (675 SHP) FAA-approved Flight Manual Supplement S1 "Known Icing Equipment," Cessna document D1352-S1-10, dated February 20, 2007, or later FAA-approved revision that incorporates the same information.      | Cessna Model 208 airplanes with a Pratt & Whitney of Canada Ltd., PT6A-114A turboprop engine installed (675 SHP) or FAA-approved engine of equivalent or higher horsepower installed, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing.  |
| Model 208 (600 SHP) FAA-approved Flight Manual Supplement S1 "Known Icing Equipment," Cessna document D1307-S1-09, dated February 20, 2007, or later FAA-approved revision that incorporates the same information.      | 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.             |
| (3) Model 208B (675 SHP) FAA-approved Flight Manual Supplement S1 "Known Icing Equipment," Cessna document D1329-S1-10, dated February 20, 2007, or later FAA-approved revision that incorporates the same information. | Cessna Model 208B airplanes with a Pratt & Whitney of Canada Ltd., PT6A-114A turboprop engine installed (675 SHP) or FAA-approved engine of equivalent or higher horsepower installed, equipped with airframe deicing pneumatic boots, that are not currently prohibited from flight in known or forecast icing. |
| (4) Model 208B (600 SHP) FAA-approved Flight Manual Supplement S1 "Known Icing Equipment," Cessna document D1309-S1-10, dated February 20, 2007, or later FAA-approved revision that incorporates the same information. | 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 currently prohibited from flight in known or forecast icing.            |

#### NOTE

**The above supplements require the installation of a functional low airspeed awareness system. Cessna Service Bulletin CAB06-11 and Service Kit SK 208-171, both dated October 9, 2006, provide instructions for such an installation.**

(f) 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 specified in all paragraphs (e)(1) through (e)(4) of this AD. 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).

#### Actions Retained From AD 2006-06-06

(g) The actions in paragraphs (h) and (i) of this AD below are retained in this AD from AD 2006-06-06. The new actions required by this AD in paragraph (e) above terminate the requirement for the actions in paragraphs (h) and (i) of this AD.

(h) No later than March 27, 2006 (3 days after March 24, 2006, which is the effective date of AD 2006-06-06), incorporate the following revisions into the Airplane Flight Manual (AFM), unless already done:

| Affected airplanes   | Incorporate the Following AFM Revision Document  |
|--|--|
| (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 POH and FAA-approved 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-S1-07, 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 currently prohibited from flight in known or forecast icing.  | Section 9: Optional Systems Description and Operating Procedures: Revision 6 of the 208B (600 SHP) POH/FAA-approved AFM Supplement S1 "Known Icing Equipment," Cessna document D1309-S1-06, dated June 27, 2005.             |

(i) No later than March 27, 2006 (3 days after March 24, 2006, which is the effective date of AD 2006-06-06), you must do the following actions, unless already done. These changes are to the POH and FAA-approved AFM and to the POH/FAA-approved AFM Supplement S1 "Known Icing Equipment" mandated in paragraph (h) of this AD. 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 do the placard POH/AFM requirements as specified in the paragraphs below. 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):

(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.

(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:

(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 POH and FAA-approved AFM.

(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."

(3) For Cessna Models and Models 208B airplanes, all serial numbers, equipped with airframe deicing pneumatic boots that are not currently prohibited from flight in known or forecast icing: Install three placards with black letters on a white background. The placards must be located on

the instrument panel under the radio stack, immediately above the pilot's flight instruments, or below the vertical speed indicator. Lettering on the placard must be a minimum height of 1/8-inch.

(i) Placard 1 must include the text of Appendix 3 of this AD.

(ii) Placard 2 must include the following text: "120 KIAS Minimum in Icing Flaps Up except 110 KIAS if Climbing to Exit Icing."

(iii) Placard 3 must include the following text: "Disconnect autopilot at first indication of ice accretion."

(4) For Cessna Models 208 and 208B airplanes, all serial numbers, equipped with airframe deicing pneumatic boots that are not currently prohibited from flight into known or forecast icing:

(i) Insert the text in Appendix 4 of this AD under the "AIRSPEED LIMITATIONS" paragraph in the LIMITATIONS section of the Cessna Models 208 and 208B POH and FAA-approved AFM.

(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 of this AD.

(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 OPERATION IN ICING CONDITIONS" paragraph: "Disconnect autopilot at first indication of ice accretion."

(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:

(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 of this AD.

(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 PROHIBITED."

(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 pre-flight planning."

#### **Appendix 1 Retained From AD 2006-06-06**

#### **Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM)**

#### **Affected Cessna Models 208 or 208B POH and FAA-Approved 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 POH and FAA-approved 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 Retained From AD 2006-06-06**

#### **Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM)**

#### **Affected Cessna Models 208 or 208B POH and FAA-Approved 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 Retained From 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 Retained From AD 2006-06-06**

##### **Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM) Supplement S1**

##### **Affected Cessna Models 208 or 208B POH and FAA-Approved 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 POH and FAA-approved 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°: 105 KIAS

Flaps 20°: 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 Retained From AD 2006-06-06**

##### **Changes to the Cessna Models 208 or 208B Pilot's Operating Handbook (POH) and FAA-Approved Airplane Flight Manual (AFM) 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."