
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/CESSNA 208/19 Amdt 2 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Cessna 208 Series Aeroplanes

AD/CESSNA 208/19 Flight and Ground Icing Operations 15/2010
Amdt 3

Applicability: Cessna Models 208 and 208B aeroplanes certified for flight into known icing conditions.

- Requirement:**
1. If the aeroplane will be operated in ground icing conditions (defined under Visual/Tactile Check in the LIMITATIONS section of the Airplane Flight Manual (AFM)), install the pilot assist handle SK208-146-2 subkit (part number (P/N) SK208-146-2 or approved equivalent part number) in accordance with step 4 of the Accomplishment Instructions of Cessna Caravan Service Kit No. SK208-146 dated 4 October 2004.
 2. Insert the text in Appendix 1 of this AD after the “OTHER LIMITATIONS” in the LIMITATIONS section of the Cessna Models 208 or 208B Pilot’s Operating Handbook (POH) and FAA-approved AFM.
 3. For Cessna Model 208B with Pratt & Whitney of Canada Ltd., PT6A-114 Turbo Prop engine installed (600 SHP) or equivalent, and equipped with a cargo pod and pneumatic de-icing boots, do one of the following:
 - (i) Install Cessna Accessory Kit AK208-6C per Cessna Service Bulletin CAB95-19; or
 - (ii) Install a placard in view of the pilot which states “This airplane is prohibited from flight in known or forecast icing”.
 4. For all Cessna Model 208 and 208B aeroplanes equipped with a cargo pod and pneumatic de-icing boots and not included in Requirement 3 of this AD, do one of the following:
 - (i) Install Cessna Accessory Kit AK208-6C per Cessna Service Bulletin CAB93-20 Revision 1; or
 - (ii) Install a placard in view of the pilot with the following words: “This airplane is prohibited from flight in known or forecast icing”.

Cessna 208 Series Aeroplanes

AD/CESSNA 208/19 Amdt 3 (continued)

5. Insert the text in Appendix 2 of this AD to the equipment listed under “FLIGHT INTO KNOWN ICING” in the “KINDS OF OPERATION LIMITS” in the LIMITATIONS section of the Cessna Models 208 or 208B Pilot’s Operating Handbook (POH) and FAA-approved AFM.
6. Delete the text in Appendix 3 of this AD from the “REQUIRED EQUIPMENT” in the LIMITATIONS section of the Cessna Models 208 or 208B Pilot’s Operating Handbook (POH) and FAA-approved AFM Supplement S1 “Known Icing Equipment”.

Appendix 1

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 (or FAA-approved equivalent part number)

Appendix 2

Lower main landing gear leading edge deice boots
Cargo pod nose cap deice boot

Appendix 3

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.

Note: FAA AD 2006-01-11R1 Amdt 39-14515 refers.

- Compliance:
1. Within the next 125 days after the effective date of this AD unless already done.
 2. Within the next 125 days after the effective date of this AD unless already done.
 3. Within the next 125 days after the effective date of this AD unless already done.
 4. Within the next 125 days after the effective date of this AD unless already done.
 5. Before further flight after compliance to Requirement 3(i) or 4(i) of this AD.
 6. Before further flight after compliance to Requirement 3(i) or 4(i) of this AD.

This Amendment becomes effective on 26 July 2010.

Cessna 208 Series Aeroplanes

AD/CESSNA 208/19 Amdt 3 (continued)

Background: This AD requires the installation of pilot assist handle and de-icing boots on the cargo pod and landing gear fairings and make changes to the POH and AFM. This AD results from reports of several accidents involving the affected airplanes during operations in flight and in ground icing conditions. This AD is intended 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. Ice adhering to the upper wing surface, cargo pod, or landing gear fairings could result in a reduction in aeroplane performance with the consequences that the aeroplane cannot perform a safe takeoff or climb.

Amendment 1 changed the applicability of the aeroplane listed in requirements 3 and 4, and changes the compliance period for requirement 2. These changes were made following a correction to the referenced FAA AD.

Amendment 2 corrected the aircraft described in Requirement 3 following a correction to FAA AD 2006-01-11R1 being issued. The change is shown in bold type and reads:

“For Cessna Model 208B with Pratt & Whitney of Canada Ltd., PT6A-114 Turbo Prop engine installed (600 SHP) **or equivalent, and** equipped with a cargo pod and pneumatic de-icing boots, do one of the following:”

This amendment changes the applicability to exclude aircraft not certified for flight into known icing conditions.

The original issue of this AD became effective on 11 May 2006.

Amendment 1 of this AD became effective on 11 May 2006.

Amendment 2 of this AD became effective on 27 September 2006.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

22 July 2010