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## AIRWORTHINESS DIRECTIVE

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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 208/21 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.

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### Cessna 208 Series Aeroplanes

<b>AD/CESSNA 208/21 Amdt 1</b>	<b>Low Airspeed Awareness System</b>	<b>8/2007 DM</b>
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**Applicability:** Model 208 and 208B aeroplanes, equipped with the optional Cessna ‘flight into known icing equipment package’.

**Requirement:** 1. Incorporate the following new S1 ‘Known Icing Equipment’ Aircraft Flight Manual (AFM) supplement into the applicable AFM/Pilot’s Operating Handbook (POH):

#### AFM/POH Supplement

#### Affected Aeroplane

Model 208 (675 SHP) FAA-approved Flight Manual Supplement S1 “Known Icing Equipment,” Cessna document D1352-S1-10, dated 20 February 2007, or later FAA-approved revision that incorporates the same information.

Model 208 aeroplanes with a Pratt & Whitney of Canada Ltd (PWC), PT6A-114A turboprop engine installed (675 SHP) or FAA-approved engine of equivalent or higher horsepower installed, equipped with airframe de-icing pneumatic boots, which 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 20 February 2007, or later FAA-approved revision that incorporates the same information.

Model 208 aeroplanes with a PWC PT6A-114 turboprop engine installed (600 SHP) or FAA-approved engine of equivalent horsepower installed, equipped with airframe de-icing pneumatic boots, which are not currently prohibited from flight in known or forecast icing.

Model 208B (675 SHP) FAA-approved Flight Manual Supplement S1 “Known Icing Equipment,” Cessna document D1329-S1-10, dated 20 February 2007, or later FAA-approved revision that incorporates the same information.

Model 208B aeroplanes with a PWC PT6A-114A turboprop engine installed (675 SHP) or FAA-approved engine of equivalent or higher horsepower installed, equipped with airframe de-icing pneumatic boots, which are not currently prohibited from flight in known or forecast icing.

## Cessna 208 Series Aeroplanes

AD/CESSNA 208/21 Amdt 1 (continued)

Model 208B (600 SHP) FAA-approved Flight Manual Supplement S1 “Known Icing Equipment,” Cessna document D1309-S1-10, dated 20 February 2007, or later FAA-approved revision that incorporates the same information.

Model 208B aeroplanes with a PWC PT6A-114 turboprop engine installed (600 SHP) or FAA-approved engine of equivalent horsepower installed, equipped with airframe de-icing pneumatic boots, which are not currently prohibited from flight in known or forecast icing.

*Note 1: The above supplements require the installation of a low speed awareness (LSA) system. Cessna Service Bulletin CAB06-11 and Cessna Caravan Service Kit SK208-171, both dated 9 October 2006 provide instructions for such an installation.*

2. Remove the placards installed on the aeroplane in accordance with AD/CESSNA 208/20 Amdt 1 Requirement 2.c.
3. Remove any temporary revisions and amendments from the AFM/POH incorporated in accordance with AD/CESSNA 208/20 Amdt 1.

*Note 2: The aeroplane Owner/Operator holding at least a Private Pilot Licence may carry out the AFM/POH changes detailed in Requirement 1 and 3 provided that they make an entry in the aircraft records showing compliance with AD/CESSNA 208/21 Requirement 1 and 3.*

*Note 3: FAA AD 2007-10-15 Amdt 39-15056 refers.*

Compliance: For Requirement 1 - Within 90 days after the effective date of this Directive.

For Requirements 2 and 3 - Immediately after compliance with Requirement 1.

This Amendment becomes effective on 5 July 2007.

Background: Currently AD/CESSNA 208/20 Amdt 1 requires the incorporation of information into the applicable section of the AFM/POH together with the installation of placards. This Directive was based on United States Federal Aviation Administration (FAA) AD 2006-06-06 as corrected on 5 April 2006. Since AD 2006-06-06 was issued Cessna has issued new S1 AFM supplements addressing ‘Known Icing Equipment’ and developed a low airspeed awareness system.

Consequently, the original issue of this Directive required the incorporation of the applicable AFM supplement revision together with the temporary retention of the requirements of AD/CESSNA 208/20 Amdt 1 until the new AFM supplement revisions are incorporated. The Directive also required the installation of a low airspeed awareness system. (One of the revised AFM supplement requirements being the installation of a functional low airspeed awareness system to operate the aeroplane in known icing conditions.)

## Cessna 208 Series Aeroplanes

AD/CESSNA 208/21 Amdt 1 (continued)

The original issue of this Directive was issued to assure that the pilot has enough information and the necessary equipment to prevent loss of control of the aeroplane while flying in icing conditions. This Amendment continues that action.

This Amendment is issued to clarify the applicability of the original issue following advice from the FAA. The Amendment limits the applicability to aeroplanes equipped with the optional Cessna flight into known icing equipment package and removes the requirement to install a LSA system, noting that the LSA system must be installed when the AFM Supplement S1 is incorporated in the AFM/POH.

AD/CESSNA 208/20 Amdt 1 will be cancelled once the compliance period of this Directive has passed.

The original issue of this Directive became effective on 5 July 2007.



David Punshon  
Delegate of the Civil Aviation Safety Authority

19 June 2007