



Airworthiness Directives

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [65 FR 70645 11/27/2000]

[Docket No. 99-CE-66-AD; Amendment 39-11971; **AD 2000-23-01**]

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company Model 402C Airplanes

PDF Copy (If Available):

▶ Preamble Information

▼ Regulatory Information

2000-23-01 CESSNA AIRCRAFT COMPANY: Amendment 39-11971; Docket No. 99-CE-66-AD; Supersedes AD 99-11-13, Amendment 39-11184.

(a) What airplanes are affected by this AD? Any Model 402C airplane, certificated in any category, that has a serial number that falls within one of the following ranges:

- (1) 689;
- (2) 402C0001 through 402C0125;
- (3) 402C0201 through 402C0355;
- (4) 402C0401 through 402C0528;
- (5) 402C0601 through 402C0653; and
- (6) 402C0801 through 402C1020.

(b) Who must comply with this AD? Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) What problem does this AD address? The actions specified by this AD are intended to detect and correct any cracks in the forward, aft, and auxiliary wing spars, which could result in reduced or loss of control of the airplane.

(d) What actions must I accomplish to address this problem? To address this problem, you must accomplish the following:

Actions	Compliance Times	Procedures
(1) Accomplish both an external and internal inspection of the forward, aft, and auxiliary wing spars for cracks.	Initially inspect upon accumulating 10,000 hours total time-in-service (TIS) on the airplane or within the next 25 hours TIS after June 21, 1999 (the effective date of AD 99-11-13), whichever occurs later. Repetitively inspect thereafter within 110 hours TIS after the last inspection required by this AD or AD 99-11-13, whichever is applicable, and thereafter at intervals not to exceed 110 hours TIS.	Accomplish these inspections in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Cessna Service Bulletin MEB99-3, dated May 6, 1999.
(2) If any crack is found on any forward, aft, or auxiliary wing spar during any inspection required by this AD, accomplish the following: (i) Obtain an FAA-approved repair scheme from the Cessna Aircraft Company, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 941-7550, facsimile: (316) 942-9008; and (ii) Incorporate this repair scheme.	Prior to further flight after the inspection where the crack is found.	Not Applicable.

Note 1: The 110-hour TIS interval repetitive inspection time is established to allow this action to be accomplished with regular maintenance. The FAA initially determined that 100-hour TIS intervals would provide the safety intent, but has since determined that the 110-hour TIS intervals would provide the same safety intent while providing a 10-percent time flexibility in scheduling to coincide with regular maintenance.

Note 2: The compliance times specified in Cessna Service Bulletin MEB99-3, dated May 6, 1999, are different than those required by this AD. The times in this AD take precedence over those in the service bulletin.

(e) Can I comply with this AD in any other way?

(1) You may use an alternative method of compliance or adjust the compliance time if:

- (i) Your alternative method of compliance provides an equivalent level of safety; and
- (ii) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

(2) Alternative methods of compliance that were approved in accordance with AD 99-11-13 are considered approved as alternative methods of compliance for this AD.

Note 3: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance? Contact Eual Conditt, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209, telephone: (316) 946-4128; facsimile: (316) 946-4407.

(g) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done in accordance with Cessna Service Bulletin MEB99-3, dated May 6, 1999. The Director of the Federal Register previously approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51, as of June 21, 1999 (64 FR 29781, June 3, 1999). You can get copies from the Cessna Aircraft Company, P. O. Box 7706, Wichita, Kansas 67277. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) Does this AD action affect any existing AD actions? This amendment supersedes AD 99-11-13, Amendment 39-11184.

(j) When does this amendment become effective ? This amendment becomes effective on December 21, 2000.

▶ **Footer Information**

▶ **Federal Register Information**

▶ **Comments**
