

stamp and mail the postcard back to you.

Discussion

Has FAA taken any action to this point? Ten cracked bellcrank incidents on Cessna Models 208 and 208B airplanes caused us to issue AD 2002-22-17, Amendment 39-12944 (67 FR 68508, November 12, 2002). AD 2002-22-17 currently requires the following on Cessna Models 208 and 208B airplanes:

- Inspecting, using eddy current inspection, the inboard forward flap bellcrank for cracks; and
- Replacing the inboard forward flap bellcrank.

What has happened since AD 2002-22-17 to initiate this proposed action? Since we issued AD 2002-22-17, Cessna has designed a new flap bellcrank, part number (P/N) 2622311-7, with a life limit of 40,000 landings (instead of 7,000 landings). The new flap bellcrank (P/N 2622311-7) may be substituted for the older flap bellcranks, either P/N 2622281-2, 2622281-12, or 2692001-2. Installation of this new flap bellcrank would eliminate the need for repetitive inspections.

Is there service information that applies to this subject? Cessna has issued the following service information:

- Cessna Caravan Service Bulletin No.: CAB02-1, dated February 11, 2002;
- Cessna Caravan Service Bulletin No.: CAB02-12, Revision 1, dated January 27, 2003; and
- Cessna Caravan Service Kit No.: SK208-148A, dated January 27, 2003.

What are the provisions of this service information? The service information includes procedures for:

- Inspecting, using eddy current methods, the inboard forward flap bellcrank for cracks; and
- Replacing bellcranks.

The FAA's Determination and an Explanation of the Provisions of This Proposed AD

What has FAA decided? After examining the circumstances and reviewing all available information related to the incidents described above, we have determined that:

- The unsafe condition referenced in this document exists or could develop on other Cessna Models 208 and 208B airplanes of the same type design;
- The installation of either the 7,000 landings or 40,000 landings life limit bellcranks addresses the unsafe condition;
- The actions specified in the previously-referenced service information should be accomplished on the affected airplanes; and

- AD action should be taken in order to correct this unsafe condition.

What would this proposed AD require? This proposed action would revise AD 2002-22-17 by proposing a new AD that would:

- Retain the requirements of AD 2002-22-17; and
- Provide the option of installing the 40,000 landings life limit bellcranks.

How does the revision to 14 CFR part 39 affect this proposed AD? On July 10, 2002, FAA published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs FAA's AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Cost Impact

How many airplanes would this proposed AD impact? We estimate that this proposed AD affects 1,300 airplanes in the U.S. registry.

What would be the cost impact of this proposed AD on owners/operators of the affected airplanes? We estimate the following costs to accomplish the proposed inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 workhour × \$60 per hour = \$60	No cost for parts	\$60	\$60 × 1,300 = \$78,000

We estimate the following costs to accomplish any necessary replacements using the same flap bellcrank (P/N

2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) that would be required based on the

proposed inspection or the reduced life limits:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
3 workhours × \$60 per hour = \$180	\$1,793	\$180 + \$1,793 = \$1,973	\$1,973 × 1,300 = \$2,564,900

We estimate the following costs to accomplish any necessary replacements using the name flap bellcrank (P/N 2622311-7 2692001-2, or FAA-

approved equivalent P/N) that would be required based on the proposed inspection or the reduced life limits. We have no way of determining the number

of airplanes that may need such replacement with the new flap bellcrank:

Labor cost	Parts cost	Total cost per airplane
3 workhours × \$60 per hour = \$180	\$1,845	\$180 + \$1,845 = \$2,025

What is the difference between the cost impact of this proposed AD and the cost impact of AD 2002-22-17? AD 2002-22-17 already established the life limit for the flap bellcrank (P/N

2622281-2, 2622281-12, 2692001-2, or FAA-approved equivalent P/N) on the affected airplanes. Therefore, the replacement is already required through that AD. The only difference in the cost

impact upon the public of this proposed AD and AD 2002-22-17 is the