

additional \$52 cost difference for the new flap bellcrank.

Regulatory Impact

Would this proposed AD impact various entities? The regulations proposed herein would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this proposed rule would not have federalism implications under Executive Order 13132.

Would this proposed AD involve a significant rule or regulatory action? For the reasons discussed above, I certify that this proposed action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative,

on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. FAA amends § 39.13 by removing Airworthiness Directive (AD) 2002–22–17, Amendment 39–12944 (67 FR 68508, November 12, 2002), and by adding a new AD to read as follows:

Cessna Aircraft Company: Docket No. 2002–CE–23–AD; Revises AD 2002–22–17, Amendment 39–****.

(a) *What airplanes are affected by this AD?* This AD affects Models 208 and 208B airplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect, correct, and prevent cracks in the bellcrank, which could result in failure of this part. Such failure could lead to damage to the flap system and surrounding structure and 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	Procedures
(1) <i>Repetitive Inspections:</i> Inspect, using eddy current method, any inboard forward flap bellcrank (part number (P/N) 2622281–2, 2622281–12, 2692001–2, or FAA-approved equivalent (P/N) for cracks.	Initially inspect upon the accumulation of 4,000 landings on the bellcrank or within the next 250 landings after the effective date of this AD, whichever occurs later. Repetitively inspect thereafter at every 500 landings until 7,000 landings are accumulated at which time you must replace as required in paragraphs (d)(2) and (d)(3) of this AD.	In accordance with the Inspection Instructions of Cessna Caravan Service Bulletin No.: CAB02–1, dated February 11, 2002, and the applicable maintenance manual.
(2) <i>Initial Replacement:</i> Replace any inboard forward flap bellcrank (P/N 2622281–2, 2622281–12, 2692001–2, or FAA-approved equivalent P/N) with either: (i) the same flap bellcrank (P/N 2622281–2, 2622281–12, 2692001–2, or FAA-approved equivalent P/N); or (ii) a new flap bellcrank (P/N 2622311–7 or FAA-approved equivalent P/N).	Must be replaced prior to further flight if cracks are found. If cracks are not found, initially replace at whichever occurs later; upon the accumulation of 7,000 landings on the bellcrank or within the next 75 landings after the effective date of this AD.	For flap bellcrank (P/N 2622281–2, 2622281–12, 2692001–2, or FAA-approved equivalent P/N): In accordance with the Inspection Instructions of Cessna Caravan Service Bulletin No.: CAB02–1, dated February 11, 2002, and the applicable maintenance manual. For new flap bellcrank (P/N 2622311–7 or FAA-approved equivalent P/N): In accordance with the Accomplishment Instructions of Cessna Caravan Service Bulletin No.: CAB02–12, Revision 1, dated January 27, 2003, and the Accomplishment Instructions of Cessna Caravan Service Kit No.: SK208–148A, dated January 27, 2003.
(3) <i>Life Limits (Repetitive Replacements):</i> (i) The life limit for the inboard forward flap bellcranks (P/N 2622281–2, 2622281–12, 2692001–2, or FAA-approved equivalent P/N) is 7,000 landings. Repetitive inspections every 500 landings begin at 4,000 landings (see paragraph (d)(1) of this AD. (ii) The life limit for the inboard forward flap bellcranks (P/N 2622311–7 or FAA-approved equivalent P/N) is 40,000 landings. No repetitive inspections are required on these bellcranks.	Replace at the applicable referenced life limits.	Use the service information referenced in paragraph (d)(2) of this AD.

Note 1: Inboard forward flap bellcranks (P/N 2622281–2, 2622281–12, or 2692001–2)

with 7,000 landings or more do not have to

be replaced until 75 landings after the effective date of this AD.