

(d) *What actions must I accomplish to address this problem?* To address this problem, you must repetitively inspect the wing spar caps for fatigue cracks and repair or replace the wing spar caps as necessary

and incorporate a spar strap modification (as specified) on each wing spar in accordance with Cessna Service Bulletin MEB01-6 and Cessna Service Kit SK402-46, both dated September 24, 2001; or Cessna Service

Bulletin MEB01-7 and Cessna Service Kit SK411-59, both dated September 24, 2001, as follows:

Initial and repetitive compliance times	Affected airplanes
<p>(1) Inspect and modify at whichever of the following that occurs later and repair or replace as necessary prior to further flight after the inspection, unless already accomplished, and repetitively inspect at the intervals specified in paragraphs (d)(3)(i), (d)(3)(ii), and (d)(3)(iii) of this AD:</p> <p>(i) Upon accumulating 5,500 hours time-in-service (TIS) on a wing spar; or</p> <p>(ii) Within the next 200 hours TIS after the effective date of this AD or 12 months after the effective date of this AD, whichever occurs first</p>	<p>Cessna Models 411 and 411A airplanes that do not incorporate Cessna Service Kit SK411-56, SK411-56A, or SK411-56B.</p>
<p>(2) Inspect and modify at whichever of the following that occurs first and repair or replace as necessary prior to further flight after the inspection, unless already accomplished, and repetitively inspect at the intervals specified in paragraphs (d)(4)(i) and (d)(4)(ii) of this AD:</p> <p>(i) Upon accumulating 6,500 hours TIS on a wing spar; or</p> <p>(ii) Within the next 200 hours TIS after the effective date of this AD or 12 months after the effective date of this AD, whichever occurs first</p>	<p>Cessna Models 401, 401A, 401B, 402, 402A, and 402B airplanes that do not incorporate Cessna Service Kit SK402-36, SK402-36B, or SK402-36C.</p>
<p>(3) Inspect in the following areas (modification not required for these airplanes) and repair or replace as necessary prior to further flight after the inspection where cracks are found. Inspection areas are defined in the Cessna Model 411 Supplemental Inspection Document (SID):</p> <p>(i) <i>Area "A" (Inspection ID 57-10-11):</i> Initially upon accumulating 5,400 hours TIS after incorporating the applicable service kit on a wing spar or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter at intervals not to exceed 2,500 hours TIS</p> <p>(ii) <i>Area "B" (Inspection ID 57-10-12):</i> Initially upon accumulating 5,400 hours TIS after incorporating the applicable service kit on a wing spar or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter at intervals not to exceed 1,000 hours TIS</p> <p>(iii) <i>Area "C" (Inspection ID 57-10-08):</i> Upon accumulating 19,900 hours TIS after incorporating the applicable service kit on a wing spar or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter at intervals not to exceed 2,000 hours TIS</p>	<p>Cessna Models 411 and 411A airplanes that incorporate Cessna Service Kit SK411-56, SK411-56A, SK411-56B, or SK411-59. This includes airplanes that had Cessna Service Kit SK411-59 incorporated as required by paragraph (d)(1) of this AD.</p>
<p>(4) Inspect in the following areas (modification not required for these airplanes) and repair or replace as necessary prior to further flight after the inspection. Inspection areas are defined in the Cessna Model 401/402 Supplemental Inspection Document (SID):</p> <p>(i) <i>Area "A" (Inspection ID 57-10-11) and Area "B" (Inspection ID 57-10-12):</i> Initially upon accumulating 7,400 hours TIS after incorporating the applicable service kit on a wing spar or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter at intervals not to exceed 5,000 hours TIS</p> <p>(ii) <i>Area "C" (Inspection ID 57-10-08):</i> Initially upon accumulating 19,900 hours TIS after incorporating the applicable service kit on a wing spar or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter at intervals not to exceed 2,500 hours TIS</p>	<p>Cessna Models 401, 401A, 401B, 402, 402A, and 402B airplanes that incorporate Cessna Service Kit SK402-36, SK402-36A, SK402-36B, SK402-36C, or SK402-46. This includes airplanes that had Cessna Service Kit SK402-46 incorporated as required by paragraph (d)(2) of this AD.</p>

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

(1) To use an alternative method of compliance or adjust the compliance time, follow the procedures in 14 CFR 39.19. Send these requests to the Manager, Wichita Aircraft Certification Office (ACO). For information on any already approved alternative methods of compliance, contact Paul Nguyen, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport,

Wichita, Kansas 67209; telephone: (316) 946-4125; facsimile: (316) 946-4107.

(2) Alternative methods of compliance approved in accordance with AD 79-10-15 R2, which is superseded by this AD, are not approved as alternative methods of compliance with this AD.

(f) *How do I get copies of the documents referenced in this AD?* You may get copies of the documents referenced in this AD from the Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas

67277; telephone: (316) 517-5800; facsimile: (316) 942-9006. You may view these documents at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(g) *Does this AD action affect any existing AD actions?* This amendment supersedes AD 79-10-15 R2, Amendment 39-3711.