SCHEDULED INSPECTION PROGRAM

1. Purpose and Use

A. As the person who has control of the airworthiness of the airplane, the owner or operator must use only qualified personnel to do maintenance on the airplane.

B. Title 14 of the Code of Federal Regulations

(1) The Cessna Scheduled Inspection Program will help the owner or operator to do the intent of Title 14 CFR Part 91.409 paragraph (a), (b) and (c).

(a) Except as provided in paragraph (c) of Title 14 CFR Part 91.409, no person may operate an aircraft unless, within the preceding 12 calendar months, it has had:

1 An annual inspection in accordance with Title 14 CFR Part 43 of this chapter and has been approved for return to service by a person authorized by Title 14 CFR Part 43.7 of this chapter; or

2 An inspection for the issuance of an airworthiness certificate in accordance with Title 14 CFR Part 21 of this chapter.

NOTE: No inspection performed under paragraph (b) of Title 14 CFR Part 91.409 may be substituted for any inspection required by this paragraph unless it is performed by a person authorized to perform annual inspections and is entered as an "Annual" inspection in the required maintenance records.

(b) Except as provided in paragraph (c) of Title 14 CFR Part 91.409, no person may operate an aircraft carrying any person (other than a crew member) for hire, and no person may give flight instruction for hire in an aircraft which that person provides, unless within the preceding 100 hours of time in service the aircraft has received an annual or 100-hour inspection and been approved for return to service in accordance with Title 14 CFR Part 43 of this chapter or has received an inspection for the issuance of an airworthiness certificate in accordance with Title 14 CFR Part 21 of this chapter. The 100-hour limitation may be exceeded by not more than 10 hours while en route to reach a place where the inspection can be done. The excess time used to reach a place where the inspection can be done must be included in computing the next 100 hours of time in service.

(c) Paragraphs (a) and (b) of Title 14 CFR Part 91.409 do not apply to:

1 An aircraft that carries a special flight permit, a current experimental certificate, or a light-sport or provisional airworthiness certificate.

2 An aircraft inspected in accordance with an approved aircraft inspection program under Title 14 CFR Part 125 or 135 of this chapter and so identified by the registration number in the operations specifications of the certificate holder having the approved inspection program.

3 An aircraft subject to the requirements of paragraph (d) or (e) of Title 14 CFR Part 91.409.

2. Construction

A. The Scheduled inspection program includes all of the inspections for the Model 208, 208 Cargomaster, 208B, 208B Super Cargomaster and 208B passenger airplanes and is recommended by Cessna Aircraft Company.

B. A Scheduled maintenance inspection program schedule applicable for your airplane must be selected as early as possible. The inspection program timing begins from the Date of Airworthiness. Inspections can begin soon after delivery.

C. Operators can use their own inspection method, but it will not be given in this manual. However, these inspection programs must be monitored by the operator.

D. The inspections are done at subsequent intervals that are related to hours, calendar months, years, or in accordance with (IAW) the manufacturer's instructions

NOTE: A calendar month starts on the first day of the month. You must complete the inspections on or before the last day of the month for their related calendar month interval.

E. Interval Starting Point:

(1) Calendar Intervals - Airplane airworthiness date; Component manufacturing date (if applicable); or When a replacement component enters service.

(2) Hourly or Cycle Intervals - First flight of the airplane; First operation of the engine; or When a replacement component enters service.

F. Intervals for some inspections are given by the manufacturer of the component that is examined. The applicable

manufacturer's manual gives the data necessary to find those intervals. Refer to the Introduction, List of Publications.

G. The inspection program is divided into inspections documents for each of the required inspection intervals.

3. Inspection Time Limitations

NOTE: Do not extend the interval for any inspection found in Chapter 5 that is also required by Chapter 4.

A. Interval Tolerance - Inspection Documents and Individual Inspection Tasks have a tolerance of +25 or -25 Hours, +1 or -1 Month, +25 or -25 Landings. The tolerance is only applicable to Chapter 5, Inspection Time Limits, but does not apply to documents beginning with the letter M and interval items required by 14 CFR 91.411, 14 CFR 91.413, or 14 CFR 91 .207.

NOTE: The Task tolerances listed above and in Figure 1 do not apply to the Pratt & Whitney Canada Engines. Refer to the Supplier Information for published supplier Task tolerance where applicable.

B. Do not add or subtract the part of the hours, months, or landings used in an allowable task interval tolerance to the subsequent inspection due time. Inspections initiated or completed outside of the allowable task interval tolerance will require a new schedule.

NOTE: New inspection requirements and changes to existing inspection requirements become effective on the revision date of change. Unless otherwise noted, compliance of a new or revised inspection requirement must be accomplished no later than the next scheduled interval of the changed item, following receipt of the revision. If a new revision becomes effective while an inspection is in progress, the operator may utilize the revision in effect when the inspection was initiated.

NOTE: For assistance developing a new schedule for Inspections completed outside of the allowable tolerance, contact Cessna Maintenance Engineering.

NOTE: The annual inspection is due on the last day of the calendar month in which it was previously completed twelve months before and cannot be extended. The 100 hour inspection can only be extended up to 10 hours while en route to reach a place where the inspection can be done. Refer to Title 14 CFR Part 91.409 paragraph (a) and (b).

NOTE: For increased flexibility in scheduling, an inspection document may be started within the allowable interval tolerance and completed in segments. As tasks are completed and the applicable maintenance logbook entries have been made the aircraft may be returned to service. The completed Inspection Document maintenance logbook entry can be signed off using the aircraft time and date when all inspection tasks in the inspection document are completed.

NOTE: If an inspection document is still in progress beyond interval tolerance, the aircraft cannot be returned to service until the entire inspection document is completed.

4. Maintenance Manual - Compact Disc - Read Only Memory (CD-ROM)

A. The maintenance manual on Compact Disc - Read Only Memory (CD-ROM) contains a search feature. With this, any item code can be found, quickly and entirely. Along with the item code, Task information about the inspection and zone is given. A Task number is supplied with the items which give special inspection instructions. When a Task number is clicked on, the link will show the Task information from the appropriate section of the manual.

B. A print Task function selection is available when that button is set with the cursor. The Task text and any linked documents, such as illustrations, are printed together as one document.

C. The end of each Task is clearly shown with the message "End of Task".

5. Inspection Guidelines.

A. The Inspection Documents are to be used as a recommended inspection outline. Detailed information of systems and components in the airplane will be found in various chapters of this Maintenance Manual and the applicable vendor publications. It is recommended that you refer to the applicable portion of this manual for service instructions and installation instructions and to the vendor's data or publications specifications for torque values, clearances, settings, tolerances, and other requirements.

B. Definitions and procedures

(1) On Condition is defined as follows: The necessary inspections and/or checks to make sure that a failure of the component will not occur before the next scheduled inspection.

(2) Condition is defined as follows: Inspect for, but not limited to, cleanliness, cracks, deformation, corrosion, wear, and loose or missing fasteners.

(3) MOVABLE PARTS: Inspect for lubrication, servicing, make sure the part is tight, binding, more than normal wear,

safetying, correct operation, correct adjustment, correct travel, cracked fittings, condition of the hinges, defective bearings, cleanliness, corrosion, deformation, sealing, and tension.

(4) FLUID LINES AND HOSES: Inspect for leaks, cracks, bulging, collapsed, twisted lines/hoses, dents, kinks, chafing, proper radius, security, discoloration, bleaching, deterioration, and proper routing; rubber hoses for hardness or flexibility and metal lines for corrosion.

(5) METAL PARTS: Make sure the installation is correct and tight, and that there are no cracks and/or metal distortion.

(6) WIRING: Inspect for correct and tight installation, chafing, burning, arcing, defective insulation, loose or broken terminals, heat deterioration, and corroded terminals.

(7) STRUCTURAL BOLTS: Inspect for correct torque. Obey the applicable torque values. Refer to Bolt Torque Data during installation or when visual inspection shows the need for a torque check.

NOTE: The torque values that are listed are not to be used for the measurement of tightness of installed parts while they are in service.

(8) FILTERS, SCREENS, AND FLUIDS: Make sure the filters and screens are replaced at the required interval. Make sure you use clean fluids and that the filters or screens are kept clean.

(9) Make sure the system checks (operation or function) that need electrical power are done with 28.5 Volts, +0.25 or -0.25 Volts, bus voltage. This will make sure all components operate at their operational voltage.

C. Airplane file.

(1) Miscellaneous data, information, and licenses are a part of the airplane file. Make sure that the documents listed in this section are up-to-date and obey the current 14 CFR. If other documents and data are needed for other nations, owners of exported airplanes should talk with their aviation officials to get their individual requirements.

(a) To be displayed in the airplane at all times:

1 Standard Airworthiness Certificate (FAA Form 8100-2).

2 Aircraft Registration Certificate (FAA Form 8050-3).

3 Aircraft Radio Station License (Federal Communication Commission Form 556 if transmitter is installed).

4 Radio Telephone Station License (Federal Communication Commission Form 409 if Flitefone Radio Telephone is installed).

(b) To be in the airplane at all times:

1 Weight and Balance Data Sheets and associated papers (all copies of the Repair and Alteration Form, FAA Form 337, are applicable).

2 Equipment List.

3 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

(c) To be made available upon request:

1 Airplane, Engine, and Propeller Logbooks.