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**Instructions for Continued Airworthiness  
For  
ASIC-351MDL  
Cessna 208 Series Auxiliary Jack Pad Installation**

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The information in the Instructions for Continued Airworthiness is FAA approved material and complies with 14 CFR 23.1529, Instructions for Continued Airworthiness. It supersedes or adds to that provided in the Maintenance Manual for the Cessna model 208/A/B Aircraft, only where covered in the items contained herein. For limitations and procedures not contained in this Supplement, consult the Component Maintenance Manual, or other approved airplane data.

Any revisions to this document will be distributed to the owners of the modified airplane by mail.

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## **Chapter 1 - Introduction**

The information in the Instructions for Continued Airworthiness is FAA approved material and complies with 14 CFR 23.1529, Instructions for Continued Airworthiness. It supersedes or adds to that provided in the Maintenance Manual for the Cessna model 208/A/B Aircraft, only where covered in the items contained herein. For limitations and procedures not contained in this Supplement, consult the Component Maintenance Manual, or other approved airplane data.

This instruction manual addresses the requirements specified in Federal Aviation Regulation 14 CFR 23.1529, Instructions for Continued Airworthiness. Modifications of an aircraft obligate the operator to include the maintenance information provided by this document into the Maintenance Manual for the auxiliary jack pads installed in the Cessna model 208/A/B aircraft. This supplement describes the maintenance procedures for the jack pads installed on the wings a Cessna model 208/A/B aircraft.

The auxiliary jack pads consist of one jack pad to be installed at each wing strut upper attach point. These jack pads are to be permanently installed, but are removable without modification or repair to the strut attach point. The aft tie down ring adapter is to be installed on the tail stand and is not permanently installed on the empennage.

The wing pads are clamped around the wing strut bushing with a specially fabricate fitting, two AN4 bolts, and B-2 sealant. The existing strut cover is modified to allow access to the new jack point.

There are no other component replacements or changes.

## **Chapter 2 - Inspection Requirements and Overhaul Schedule**

It is recommended that the jack pads are to be visually inspected annually or at an interval that is acceptable to the operator's regulatory authorities and which fits into the operator's scheduled maintenance program. These inspections should be performed per the following instructions.

1. There shall be no sign of chaffing or corrosion between the jack pad and the aircraft structure. There shall be no loose or broken fasteners. Workmanship and installation procedures for the installation are to be performed in accordance with AC43.13-1B, and follow the recommendations of the Cessna Structural Repair Manual and Maintenance Manual.

See document ASIC 208AJP1 for instructions for installation or removal of the jack pad.

## **Chapter 3 - Dimensions and Access**

No change

## **Chapter 4 - Lifting and Shoring**

Refer to the Aircraft Structures International Corporation (ASIC) Installation Instructions Manual document no. ASIC208AJP1 for jacking system installation and lifting instructions.

## **Chapter 5 - Leveling and Weighing**

No change

## **Chapter 6 - Towing and Taxiing**

No change

## **Chapter 7 - Parking and Mooring**

No change

## **Chapter 8 - Placards and Markings**

No change

## **Chapter 9 - Servicing**

No change

## **Chapter 10 - Airworthiness Limitation Section**

The Airworthiness Limitation section is FAA approved and specified maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

There are no Airworthiness Limitations associated with the Jack pad installation.

Inspection to the Jack pad, as listed above must be added to the aircraft continued airworthiness program.