



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 11a
Date: 10/12/2016

Cessna CE-208/208B

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REVISION NO. 11a

PAGE NO. I

DATE: 10/12/2016

AIRCRAFT:

Cessna 208/208B

TABLE OF CONTENTS AND CONTROL PAGE

SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	11a	10/12/2016
--	Table of Contents and Control Page	I	11a	10/12/2016
--	Highlights of Change	II	11a	10/12/2016
--	Definitions and Preamble	III	11a	10/12/2016
--	Guidelines for (M) and (O) Procedures	IV	11a	10/12/2016
21	Air Conditioning	21-1 thru 3	11	02/04/2014
22	Autoflight	22-1 thru 2	10	08/20/2013
23	Communications	23-1 thru 11	11	02/04/2014
24	Electrical Power	24-1 thru 2	11	02/04/2014
25	Equipment/Furnishings	25-1 thru 6	11	02/04/2014
26	Fire Protection	26-1	11	02/04/2014
27	Flight Controls	27-1 thru 2	11	02/04/2014
28	Fuel	28-1	11	02/04/2014
30	Ice and Rain Protection	30-1 thru 4	11	02/04/2014
31	Indicating/Recording Systems	31-1 thru 2	11	02/04/2014
32	Landing Gear	32-1 thru 3	11a	10/12/2016
33	Lights	33-1 thru 3	11	02/04/2014
34	Navigation	34-1 thru 19	11	02/04/2014
35	Oxygen	35-1	11	02/04/2014
37	Vacuum/Pressure	37-1	11	02/04/2014
38	Water/Waste	38-1	10	08/20/2013
52	Doors	52-1	10	08/20/2013
71	Powerplant	71-1	11	02/04/2014
73	Engine Fuel and Control	73-1	10	08/20/2013
76	Engine Control	76-1	8	01/23/2013
77	Engine Indicating	77-1	8	01/23/2013
80	Starting	80-1 thru 2	11a	10/12/2016

REVISION NO. 11a

PAGE NO. II

DATE: 10/12/2016

AIRCRAFT:

Cessna 208/208B

HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 11a**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
General	Updated MMEL Template
ATA 32	Added relief for Wipaire Floats and systems
ATA 80	Revised relief to reflect differences in Engine SHP between models.

REVISION NO. 11a

PAGE NO. III

DATE: 10/12/2016

AIRCRAFT:

Cessna 208/208B

DEFINITIONS AND PREAMBLE

DEFINITIONS

The required definitions listed are listed in Appendix B of MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-025 does not require revision to the operator's MEL.

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36.

REVISION NO. 11a

PAGE NO. IV

DATE: 10/12/2016

AIRCRAFT:

Cessna 208/208B

GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures.

Cessna has developed recommended (M) maintenance and (O) operational procedures for the Cessna 208/208B Master Minimum Equipment List (P/N 208CPM-11a-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.

REVISION NO. 11

PAGE NO. 21-1

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Cockpit Air Outlet	C	-	0		
-20-02	Cabin Air Outlet	C	-	0		
-21-01	VENT AIR Fan (Aircraft not equipped with Freon/R134A Air Conditioner)	C	2	0		
-21-02	PFD Fan (G1000 Only)	C	2	0	May be inoperative provided: a) GIA 1 or 2 COOLING is not displayed, b) PFD 1 or 2 COOLING is not displayed, and c) MFD COOLING is not displayed.	
-21-03	MFD Fan (G1000 Only)	C	1	0	May be inoperative provided: a) GIA 1 or 2 COOLING is not displayed, b) PFD 1 or 2 COOLING is not displayed, and c) MFD COOLING is not displayed.	

AIRCRAFT:
 Cessna 208/208B

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-21-04	Deck Skin Fan (G1000 Only)					
-01		C	2	1		
-02		C	2	0	(O) May be inoperative provided: a) Aircraft is operated in accordance with POH/AFM limitations, b) Flight planning procedures account for operational temperature limitations, c) GIA 1 or 2 COOLING is not displayed, d) PFD 1 or 2 COOLING is not displayed, and e) MFD COOLING is not displayed.	
-22-01	Aft/Fwd Cabin Distribution Valve					
-01		C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and b) Crew has means to clear windshield of moisture.	
-02		C	1	0	(M) May be inoperative provided valve is secured in the forward position. NOTE: With Cabin Distribution Valve failed and secured in the FWD position, there will be NO airflow to provide cabin heat.	

AIRCRAFT:
 Cessna 208/208B

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-22-02	Defrost/Fwd Cabin Air Distribution Valve					
-01		C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and b) Crew has means to clear windshield of moisture.	
-02		C	1	0	(M) May be inoperative provided valve is secured in the defrost position.	
-41-01	Mixing Air Valve (Except for STC SA02291AK)					
-01		C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and b) Crew has means to clear windshield of moisture.	
-02		C	1	0	(M) May be inoperative provided system is secured in flight mode.	
-50-01 ***	Air Conditioning System	C	1	0	(M) May be inoperative provided system is deactivated.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Autopilot	C	1	0	(M) May be inoperative provided: a) Autopilot is deactivated, and b) Enroute procedures and approach minimums do not require use of autopilot system.	
-10-02 ***	Yaw Damper	C	1	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, and b) Yaw damper is deactivated.	
-10-03 ***	Autopilot/Trim Disconnect Function (Red Yoke A/P DISC TRIM INTER Button)					
-01		C	-	1	One may be inoperative provided disconnect button is operative on flying pilot side.	
-02		C	-	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Electric elevator trim is considered inoperative.	
-10-04 ***	Control Wheel Steering (CWS)	C	-	0		
-10-05 ***	Go Around Button	C	1	0	May be inoperative provided: a) Flight director is not used for takeoff or during go-around, and b) Autopilot is disconnected for go-around.	
					NOTE: Missed approach guidance must be activated manually.	

AIRCRAFT: Cessna 208/208B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-06	GAD 43 Adapter (Installed by STC SA02017SE-D Only)					
-01	Radar Equipped Aircraft	C	1	0	(O) May be inoperative provided: a) Autopilot and yaw damper are considered inoperative, b) Radar stabilization is select off (STAB-OFF), and c) Alternate procedures are established and used for operating radar without pitch and roll stabilization.	
-02	Non Radar Equipped Aircraft	C	1	0	May be inoperative provided autopilot and yaw damper are considered inoperative.	
-10-07	HDG/GPSS Switch (Installed by STC SA02017SE-D or SA02153LA-D Only)					
-01	HDG Mode	C	1	0	May be inoperative provided: a) HDG/GPSS switch remains in GPSS position, and b) Autopilot coupling to heading bug is not attempted.	
-02	GPSS Mode	C	1	0	May be inoperative provided: a) HDG/GPSS switch remains in HDG position, and b) Autopilot coupling to GPS flight plan is not attempted.	
-13-01	Right Course Select Knob (CRS2) (G1000 Only)	C	1	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT:
Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Communications System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) System is not powered by any aircraft emergency power system bus, and b) Emergency procedures do not require its use.	
-00-02 ***	Flight Phone/Satcom System	D	-	0	May be inoperative provided procedures do not require its use.	
-01	Cockpit Handset	D	1	0		
-02	Cabin Handset	D	-	0		
-00-03 ***	Control Yoke Press To Talk Switch (MIC)	C	-	0	May be inoperative provided hand microphone is operative.	
-10-01 ***	High Frequency (HF) Communications System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-01 ***	Wire Antenna	C	-	0	(M) May be inoperative provided: a) Horizontal and vertical stabilizers are inspected for damage, b) Any remaining portion of the antenna is removed, and c) High Frequency (HF) communications system is considered inoperative.	

REVISION NO. 11

PAGE NO. 23-2

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-12-01 ***	Panel Mount FM Transceiver	D	1	0		
-20-01 ***	Datalink (Satellite Radio and Weather)					
-01		D	1	0	May be inoperative provided procedures do not require its use.	
					NOTE: Any function(s) that operate normally may be used.	
-02		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function(s) that operate normally may be used.	
-40-01	Passenger Address (PA) System					
-01	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
					NOTE: Any function(s) that operate normally may be used.	
-02	Cargo Configuration	D	1	0		

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
50-01 ***	Cockpit Voice Recorder (CVR)					
-01	With Flight Data Recorder Installed	A	1	0	May be inoperative provided: a) Flight data recorder operates normally, and b) Repairs are made within 3 flight days.	
-02	Without Flight Data Recorder Installed	A	1	0	May be inoperative provided repairs are made within 3 flight days.	
-03	For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
-04	Independent Power Source	C	1	0		
-50-02 ***	Flight Deck Headsets Earphone/Headphones and Boom Microphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-01	Headset Boom Microphones (For the Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
-10	Headset Boom Microphones (For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	

(Continued)

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-02 ***	Flight Deck Headsets Earphone/Headphones and Boom Microphones (Cont'd)					
-20	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
-02	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
-50-03 ***	Headset Audio System	C	-	0	May be inoperative provided associated cockpit speaker is operative.	
-50-04	Hand Microphone	C	1	0	May be inoperative provided an operative boom/headset microphone(s) is available.	
-01	Hand Microphone Jack	C	1	0	May be inoperative provided an operative boom/headset microphone(s) is available.	
-02	Hand Microphone Holder	C	1	0	(O) May be inoperative provided microphone is secured by alternate means.	
-50-05	Cockpit Speakers System (Including Audio Amp)	C	2	1	One may be inoperative provided: a) System is not required by 14 CFR, b) Affected speaker is not required for procedures, and c) Headset is used for associated inoperative speaker, including during emergency procedures.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-07	Audio Panel (KMA 24 or KMA 24H)					
-01	Speaker Source Selector (HF, TEL, COM 1, COM 2, COM 3, COM 4, COM 5, NAV 1, NAV 2, DME, MKR, ADF Button)					
-10		C	-	0	May be inoperative provided: a) Procedures do not require use of associated audio source, and b) Associated audio source is not required by 14 CFR.	
-20		C	-	0	May be inoperative provided speakers are not required or used.	
-02	Phone Source Selector (HF, TEL, COM 1, COM 2, COM 3, COM 4, COM 5, NAV 1, NAV 2, DME, MKR, ADF Button)	C	-	0	May be inoperative provided: a) Procedures do not require use of associated audio source, and b) Associated audio source is not required by 14 CFR.	
-03	Auto Source Selector (Speaker and Phone or SPKR AUTO Knob)	C	-	0	May be inoperative provided flightcrew selects desired audio source using source selector.	
-04	Mic Selector (TEL, HF, COM 1, COM 2, INT, EXT, EMG, 1, 2, 3, 4, 5, PA Position)	C	-	0	Individual positions may be inoperative provided: a) Procedures do not require use of associated audio transmitter, and b) Associated audio transmitter is not required by 14 CFR.	
(Continued)						

AIRCRAFT:
Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-07	Audio Panel (KMA 24 or KMA 24H) (Cont'd)					
-05 ***	Intercom Squelch Control (VOX)	C	1	0	May be inoperative provided associated squelch is acceptable to flightcrew.	
-50-08	Audio Panel (GMA 340/347)					
-01	Audio Selector (COM 1, COM 2, COM 3, NAV 1, NAV 2, DME, ADF, ADF 1, ADF 2, TEL Button or Annunciator)	C	-	0	Individual selectors may be inoperative provided: a) Procedures do not require use of associated communications system, and b) Associated communications system is not required by 14 CFR.	
-02	Mic Selector (COM 1 MIC, COM 2 MIC, COM 3 MIC, PA Button or Annunciator)	C	4	0	Individual selectors may be inoperative provided: a) Procedures do not require use of associated communications system, and b) Associated communications system is not required by 14 CFR.	
-03	Speaker Selector (SPKR Button or Annunciator)	C	1	0	May be inoperative provided speakers are not required or used.	
-04 ***	Split Comm Selector (COM 1/2 Button or Annunciator)	C	-	0		
(Continued)						

REVISION NO. 11

PAGE NO. 23-7

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-08	Audio Panel (GMA 340/347) (Cont'd)					
-05	Intercom Selector (PILOT, CREW Button or Annunciator) (Failed with at least one station isolated)					
-10		C	2	0	(O) May be inoperative provided flightcrew verifies no stations are isolated.	
-20		C	2	0	May be inoperative provided aircraft is operated single pilot. NOTE: The pilot may be unable to hear passengers through the intercom system and vice versa.	
-06	Annunciator Test (TEST Button)	C	1	0	(O) May be inoperative provided: a) Desired annunciators are checked manually, and b) Marker beacon annunciators are considered inoperative.	
-07	Volume Control (COPILOT)	C	1	0	May be inoperative provided aircraft is operated single pilot.	
-08	Volume Control (Passenger – PULL PAS VOL)					
-10		C	1	0	May be inoperative provided no passengers are carried.	
-20		C	1	0	May be inoperative provided volume is acceptable to passengers.	
(Continued)						

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-08	Audio Panel (GMA 340/347) (Cont'd)					
-09	Volume/Squelch Knob	C	4	0	May be missing provided associated control is considered inoperative.	
-10	Squelch Control					
-10		C	2	0	May be inoperative provided associated squelch is acceptable to flightcrew.	
-20		C	2	1	Right Side may be inoperative for single pilot operations.	
-11	Automatic Dimming	C	1	0	May be inoperative provided annunciator intensity is acceptable to flightcrew.	
-12 ***	Telephone Ringer Input (TEL RINGER)					
-10		C	1	0	May be inoperative provided flight phone is considered inoperative.	
-20		C	1	0	May be inoperative provided alternate procedures are established and used.	
-09	Volume/Squelch Knob	C	4	0	May be missing provided associated control is considered inoperative.	
-13 ***	Auxiliary Entertainment Inputs (MUSIC 1, MUSIC 2)	C	-	0		

AIRCRAFT:
 Cessna 208/208B

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Sequence No.	Item	1	2	3	4	Change Bar
-50-09	Audio Panel (GMA 1347)					
-01 ***	Copilot Side	C	1	0	May be inoperative provided procedures do not require its use.	
-02	Mic Selector (COM 1 MIC, COM 2 MIC, COM 3 MIC, PA Button)	C	-	0	Individual selectors may be inoperative provided: a) Procedures do not require use of associated communications system, and b) Associated communications system is not required by 14 CFR.	
-03	Mic Selector Annunciator (COM 1 MIC, COM 2 MIC, COM 3 MIC)	C	-	0	May be inoperative provided crew refers to PFD frequency boxes for active transmit frequency (shown in green).	
-04	Audio Selector (COM 1, COM 2, COM 3, TEL, MUSIC, DME, NAV 1, NAV 2, ADF, AUX Button or Annunciator)	C	-	0	Individual selectors may be inoperative provided: a) Procedures do not require use of associated communications system, and b) Associated communications system is not required by 14 CFR.	
-06	Speaker Selector (SPKR Button or Annunciator)	C	-	0	May be inoperative provided speakers are not required or used.	
(Continued)						

AIRCRAFT:
 Cessna 208/208B

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-09	Audio Panel (GMA 1347) (Cont'd)					
-07	Manual Squelch Selector (MAN SQ Button or Annunciator)	C	-	0	May be inoperative provided associated squelch is acceptable to flightcrew.	
-08	Clearance Playback (PLAY Button)	D	-	0		
-10		C	-	0	(O) May be inoperative provided flightcrew verify no stations are isolated.	
-09	Intercom Selector (PILOT, COPLT Button or Annunciator)					
-20	(Failed with at least one station isolated)	C	-	0	May be inoperative provided aircraft is operated single pilot. NOTE: The pilot may be unable to hear passengers through the intercom system and vice versa.	
-10	Volume Control (Passenger - PASS)					
-10		C	1	0	May be inoperative provided no passengers are carried.	
-20		C	1	0	May be inoperative provided volume is acceptable to passengers.	
-11	Volume/Squelch Knob	C	-	0	May be missing provided associated control is considered inoperative.	

REVISION NO. 11

PAGE NO. 23-11

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Static Wicks					
-01	Left Aileron	C	4	2	Two may be damaged or missing provided outermost wick is installed and not damaged.	
-02	Right Aileron	C	4	2	Two may be damaged or missing provided outermost wick is installed and not damaged.	
-03	Left Elevator	C	4	2	Two may be damaged or missing provided outermost wick is installed and not damaged.	
-04	Right Elevator	C	4	2	Two may be damaged or missing provided outermost wick is installed and not damaged.	
-05	Rudder	C	-	2	May be damaged or missing provided uppermost wick is installed and not damaged.	

AIRCRAFT:
 Cessna 208/208B

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1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Standby Alternator	B	1	0	May be inoperative provided: a) Standby Alternator power switch remains OFF, b) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and c) Flight is not a 14 CFR part 135 IFR passenger carrying flight.	
-22-01 ***	Avionics Inverter (KFC-250 autopilot only)	B	2	1	One may be inoperative provided: a) Aircraft is not operated in IMC, and b) Aircraft is not operated at between sunset and sunrise.	
-22-02	Avionics Inverter (Aircraft modified by STC SA02017SE-D Only)	C	2	1	One may be inoperative provided operative inverter is selected.	
-01	Radar Equipped Aircraft	C	2	0	(O) May be inoperative provided: a) Autopilot is considered inoperative, b) Yaw damper is considered inoperative, c) Radar stabilization is selected off (STAB-OFF), and d) Alternate procedures are established and used for operating radar without pitch and roll stabilization.	
-02	Non Radar Equipped Aircraft	C	2	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Yaw damper is considered inoperative.	

REVISION NO. 11

PAGE NO. 24-2

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-32-01 ***	On Board Battery Charger System (STC SA2536SO)					
-01		C	1	0	May be inoperative provided: a) On board battery charger override control switch is placed to OFF, and b) Aircraft charging system operates normally.	
-02	Battery Minder (STC SA02291AK)	C	1	0	May be inoperative provided the aircraft charging system operates normally.	
-32-02 ***	Battery State of Charge Indicator (STC SA02291AK)	C	1	0	May be inoperative provided not required for 14 CFR part 135 passenger carrying operations.	
-39-01	Cockpit 12-Volt Direct Current Power Outlet	C	1	0	(M) May be inoperative provided system is deactivated.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Flightcrew Seat (per seat)					
-01	Seat Back Angle Adjustment	C	1	0	May to be inoperative provided: <ol style="list-style-type: none"> a) Affected seat is failed in a latched position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained. 	
-02	Armrest					
-10		C	-	0	May be inoperative provided affected armrest is stowed in the retracted position.	
-20		C	-	0	(M) May be inoperative provided armrest is removed.	
-03	Seat Height Adjustment	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Affected seat is failed in a position that permits normal visibility, b) Full, unobstructed flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained. 	
-10-02	Copilot Restraint System	C	1	0	May be inoperative provided seat remains unoccupied.	
-10-03	Crew Seat Restraint Buckle Protective Padding	D	-	0	May be missing or inoperative.	
-10-04	Flight Deck Sunvisor System	C	2	0	May be inoperative or missing provided sunvisor does not obstruct either pilot's field of vision.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Passengers Seat (Including Side Facing Seat)	D	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to the aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near the inoperative seat(s).	
-01	Armrest	D	-	0	(M) May be inoperative or missing and seat occupied provided: <ol style="list-style-type: none"> a) Armrest does not block an emergency exit, b) Armrest does not restrict any passenger from access to the aisle, and c) If armrest is missing, seat is secured in full upright position. 	
-02	Seat Controls (includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)					
-10		D	-	0	(M) May be inoperative and seat occupied provided seat is secured in placarded taxi, takeoff, and landing position.	
-20		D	-	0	May be inoperative and seat occupied provided control is failed in placarded taxi, takeoff, and landing position.	

(Continued)

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Passengers Seat (Including Side Facing Seat) (Cont'd)					
-02	Seat Controls (includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)					
-30		D	-	0	May be missing or inoperative in other than placarded taxi, takeoff, and landing position provided affected seat is considered inoperative.	
-03 ***	Seat Belt Air Bag Restraint Systems					
-10	Seat Belt Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
-20	Seat Belt Air Bags Not Required by 14 CFR	D	-	-	May be inoperative or disconnected provided seat belt operates normally.	
-20-02	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	

REVISION NO. 11
 DATE: 02/04/2014

PAGE NO. 25-4

AIRCRAFT: Cessna 208/208B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Cargo Restraint Systems	C	-	0	(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed.	
-01	Cargo Barrier	C	1	0	May be missing or inoperative provided cargo is secured per the Pilots Operating Handbook, Section 6, Weight and Balance/Cargo Load Restraint.	
-02	Cargo Barrier Net	C	3	0	May be missing or inoperative provided cargo is secured per the Pilots Operating Handbook, Section 6, Weight and Balance/Cargo Load Restraint.	

REVISION NO. 11

PAGE NO. 25-5

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Emergency Locator Transmitter (ELT)					
-01 ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELTs					
-10		A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
-20		A	-	0	May be missing provided repairs are made within 90 days.	
-30		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
-40		D	-	-	Any in excess of those required by 14 CFR may be missing.	
-03	Remote ELT Switch	C	1	0	(M) May be inoperative provided system is deactivated.	

REVISION NO. 11

PAGE NO. 25-6

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-60-02 ***	Emergency Medical Equipment					
-01	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	0		
-02	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	0		
-03	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-60-03 ***	Smoke Goggles	C	-	0		
-61-01 ***	Life Preserver (Crew And Passenger)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

REVISION NO. 11

PAGE NO. 26-1

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Engine Fire Detect Warning Horn	C	1	0	May be inoperative provided fire warning light is operative.	
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and stored out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

REVISION NO. 11
 DATE: 02/04/2014

PAGE NO. 27-1

AIRCRAFT: Cessna 208/208B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------------	--

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Trim Position Indicators (Aileron, Rudder, and Elevator)	C	3	0	(M) (O) May be inoperative provided: a) Trim is checked for full range of travel, b) Trim operation is not affected, and c) Trim is positioned to neutral prior to each departure.	
-31-01	Electric Elevator Trim	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) Manual trim is operative, and c) Autopilot is considered inoperative.	
-50-01	Flap Position Indicator	C	1	0	May be inoperative provided: a) Primary flap system is operative, and b) Flap position is visually monitored.	
-50-02 -01	Primary Flap System Pneumatic Booted Aircraft	C	1	0	(M) May be inoperative provided: a) Standby flap system is operative, b) Flap position indicator is operative, c) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and d) Autopilot is disengaged prior to operating standby flap system.	

(Continued)

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Primary Flap System (Continued)					
-02	TKS Equipped Aircraft	C	1	0	(M) May be inoperative provided: a) Standby flap system is operative, b) Flap position indicator is operative, c) Aircraft is not operated in known, forecast, or POH/AFM defined icing, and d) Autopilot is disengaged prior to operating standby flap system.	
-03	Non TKS/Non Pneumatic Booted Aircraft	C	1	0	(M) May be inoperative provided: a) Standby flap system is operative, b) Flap position indicator is operative, and c) Autopilot is disengaged prior to operating standby flap system.	
-50-03	Standby Flap System	C	1	0	May be inoperative provided the primary flap system is operative.	
-70-01	Rudder Gust Lock	C	1	0	(M) May be inoperative provided gust lock is secured in the unlocked position.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Single Point Refueling System	D	1	0		
-40-01 ***	Fuel Totalizer System (Non G1000)	D	1	0	May be inoperative provided procedures do not require its use.	
-41-01	Fuel Quantity Indicating System	A	2	1	One may be inoperative provided: a) Fuel Low Level Annunciation is operative, b) Fuel Flow Indicating must be operative, c) Both fuel tanks are fueled to a known, balanced quantity, d) Flight is restricted to a maximum of 3 hours, e) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance, f) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions with any ice protection component inoperative, and g) Repairs are made within 3 flight days.	
-41-02	Fuel Low Level Indicating System	B	2	1	(O) One may be inoperative provided: a) Alternate procedures for fuel level monitoring are established and used, and b) Fuel quantity indicating system is operative.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	TKS Ice Protection System	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
-01	TKS Cockpit Quantity Indication Gauge (Analog)					
-10		A	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) TKS Low Level Indicating System is operative, b) Prior to every takeoff, the TKS tank is filled to maximum quantity, c) Flight is restricted to a cumulative maximum of 70 minutes when system is operated in the PRIMARY HIGH position, and d) Repairs are made within 3 flight days. 	
-20		D	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
(Continued)						

REVISION NO. 11

PAGE NO. 30-2

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	TKS Ice Protection System (Cont'd)					
-02	TKS Low Level Indicating System (Analog)					
-10		A	1	0	May be inoperative provided: a) TKS Cockpit Quantity Indication Gauge is operative, b) Prior to every takeoff, the TKS tank is filled to maximum quantity, c) Flight is restricted to a cumulative maximum of 70 minutes when system is operated in the PRIMARY HIGH position, and d) Repairs are made within 3 flight days.	
-20		C	1	0	May be inoperative provided TKS Cockpit Quantity Indication Gauge is operative.	
-30		D	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Pneumatic De-Ice System (Failure to Inflate) (Wing, Wing Strut, Horizontal and Vertical Stabilizer, Cargo Pod Nose, and Main Gear Legs) (Non TKS Aircraft Only)	C	1	0	May be inoperative provided: a) Boots remain deflated, and b) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
-30-01	Pitot Heat					
-01	Left side	A	1	0	(M) May be inoperative provided: a) System is deactivated, b) Heater is not required by 14 CFR, c) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and d) Repairs are made within 3 flight days.	
-02 ***	Right Side (Non G600/G1000)	C	1	0	May be inoperative provided not required by 14 CFR.	
-03	Right Side (G600/G1000 Equipped Aircraft)	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and b) Aircraft is operated in accordance with POH/AFM limitations. NOTE: R P/S HEATER amber CAS message will appear on PFD (G1000 only)	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Stall Vane Heat	A	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and b) Repairs are made within 3 flight days.	
-40-01 ***	Windshield Anti-Ice (Non TKS Aircraft Only)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
-60-01	Propeller Anti-Ice System (Non TKS Aircraft Only)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions. NOTE: Low Airspeed Awareness may not be available depending on configuration.	
-80-01 ***	Ice Detector System (STC SA02282CH)					
-01		C	1	0		
-02		D	1	0	May be inoperative provided procedures do not require its use.	

REVISION NO. 11

PAGE NO. 31-1

DATE: 02/04/2014

AIRCRAFT:
Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Clock with Sweep Second Hand or Electric Digital Clock	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-20-02	Flight-Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-20-03 ***	Bleed Air Temperature Display (STC SA02291AK)	C	1	0	May be inoperative provided: a) Aircraft is not operated with outside air temperature above 80 degrees F, and b) Cabin heat control not opened more than the minimum amount required for operation.	
-30-01 ***	Power Analyzer and Recorder (PAR) STC SA00020NY, STC SA628NE	D	1	0		
-30-02 ***	Engine Trend Monitoring System (Except Shadin ETM fuel flow function on STC SA02291AK)	D	1	0		
-30-03 ***	Flight Data Recorder (FDR) System	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
-50-04	De-Ice Pressure Annunciator (Non TKS Aircraft Only)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
-50-05	Windshield Anti-Ice Annunciator (Non TKS Aircraft Only)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	

REVISION NO. 11

PAGE NO. 31-2

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-06	Door Warning Annunciator (Failed to Illuminate/Extinguish) (Non G1000 Aircraft)	A	1	0	(O) May be inoperative provided: a) Crewmember confirms by visual inspection that the cargo door and the passenger door (if installed) are latched and secured in the closed position, b) Doors are not reopened after visual inspection and prior to departure, c) Fasten seat belt sign remains on or the passengers are briefed to remain seated with their seat belts fastened prior to departure, and d) Repairs are made within 3 flight days.	

REVISION NO. 11a

PAGE NO. 32-1

DATE: 10/12/2016

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-42-01	Parking Brake System	C	1	0	May be inoperative provided wheel chocks are installed when the aircraft is not in use.	
-46-01 ***	Float Hydraulic Pump (STC SA1311GL Aircraft Only)	B	2	1		
-46-02 ***	Water Rudders (STC SA1311GL Aircraft Only)	C	2	0	May be inoperative provided: a) Takeoffs and landings are restricted to land operations only, and b) Cable/pulley system is intact and operational.	
-01	Springs	C	4	2	One spring per rudder may be inoperative.	
-46-03 ***	Float Pump Out Plugs (STC SA1311GL Aircraft Only)	C	26	22	No more than two per float may be inoperative or missing.	
-46-04 ***	Landing Gear Lights (STC SA1311GL Aircraft Only)					
-01	UP	C	4	0	May be inoperative provided: a) Takeoffs and landings are restricted to land operations only, and b) All four landing gear DOWN lights are operative.	
-02	DOWN	C	4	0	May be inoperative provided: a) Takeoffs and landings are restricted to land operations only, and b) All four landing gear UP lights are operative.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-46-05 ***	Float Nose Bumpers (STC SA1311GL Aircraft Only)	C	2	0		
-46-06 ***	Baggage Hatch Latches (STC SA1311GL Aircraft Only)	C	8	4	One latch per baggage cover is required.	
-46-07 ***	Keel Wear Strips (STC SA1311GL Aircraft Only)	C	2	0		
-46-08 ***	Strut Fairings (STC SA1311GL Aircraft Only)					
-01		C	2	0		
-02		C	2	1	(M) One may be missing or inoperative provided: a) Opposing fairing is removed, and b) Airspeed is restricted to 135 KIAS.	
-46-09 ***	Spreader Bar Fairing (STC SA1311GL Aircraft Only)	C	8	0		
-46-10 ***	Strut Steps (STC SA1311GL Aircraft Only)	D	6	0		
-46-11 ***	Brakes (STC SA1311GL Aircraft Only)	B	4	0	May be inoperative for water operations only.	
-46-12 ***	Non-Load Bearing Struts (STC SA1311GL Aircraft Only)	D	4	0		

REVISION NO. 11a

PAGE NO. 32-3

DATE: 10/12/2016

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-46-13 ***	Gear Advisory (STC SA1311GL Aircraft Only)	B	1	0	May be inoperative provided all gear indicating lights are operative.	
-46-14 ***	Tie Down Cleats (STC SA1311GL Aircraft Only)					
-01		C	4	0	May be missing or inoperative provided land only operations are conducted.	
-02		C	4	0	(M) May be missing or inoperative for water operations provided all open holes have hardware installed or are sealed for water tightness.	
-46-15 ***	Top Deck Access Panels (STC SA1311GL Aircraft Only)	B	7	0	May be missing or inoperative provided land only operations are conducted.	
-46-16 ***	Top Deck Access Panels 8750 Floats (STC SA1311GL Aircraft Only)	B	6	0	May be missing or inoperative provided land only operations are conducted.	
-46-17 ***	Float Hull (STC SA1311GL Aircraft Only)	B	-	-	Float hull may be damaged or punctured provided land only operations are conducted.	

AIRCRAFT:
Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, and internally lighted annunciators)	C	-	-	Individual lights may be inoperative provided remaining lights are: <ol style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flightcrew members' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, and d) Flight deck emergency lighting is operative. 	
-10-02 ***	Windshield Ice Detection Light	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	
-10-03	Wing Courtesy Light	D	2	0		
-20-01	Cabin Interior Lighting System					
-01	Passenger Configuration	C	-	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
-02	Passenger Configuration (Excluding cabin light next to the door and emergency exit lights.)	C	-	2	(O) Individual lights may be inoperative between sunset and sunrise provided: <ol style="list-style-type: none"> a) Sufficient lighting is operative for passenger carrying operations between sunset and sunrise, and b) Sufficient lighting is operative for crew to perform required duties. 	
-03	Cargo Only Configuration	D	3	0		

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-20-02 ***	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established to alert cabin occupants when NO SMOKING and/or SEAT BELT are selected, and b) Scheduled operations are not conducted.	
-33-01 ***	Cabin Light Timer	C	1	0	May be inoperative provided light control is still operative.	
-40-01	Beacon Light (Upper)	C	1	0		
-40-02 ***	Belly Mounted Anti-Collision Light (STC SA01239AT)	C	1	0		
-40-03	Anti-Collision Strobe Light System	A	1	0	May be inoperative provided: a) All position (NAV) lights are operative between sunset and sunrise, b) Flashing beacon light system is operative between sunset and sunrise, and c) Repairs are made within 3 flight days.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-04	Landing Light System					
-01		C	2	0	May be inoperative provided it is not required by 14 CFR.	
-02		C	2	1	One may be inoperative between sunset and sunrise provided one taxi light is operative.	
-03 ***	LED Elements	C	18	6	Up to 12 elements may be inoperative. NOTE: Landing Light is considered operative with the six remaining LED elements operative.	
-40-05	Position (Navigation) Light	C	3	0	May be inoperative provided the aircraft is not operated between sunset and sunrise.	
-40-06	Taxi/Recognition Light	C	2	0		
-01	LED Elements				Deleted, Revision 11.	
-40-07	Wing Inspection Light	C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and b) Ground deicing procedures do not require their use.	
-40-08 ***	Pulse Light System (STC SA4005NM)	C	1	0	(M) May be inoperative provided: a) At least one landing light is verified operative between sunset and sunrise, and b) Pulse light system is disabled.	

REVISION NO. 11

PAGE NO. 34-1

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	VHF Navigation Systems					
-01	VOR	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-02	ILS					
-10	Localizer	C	-	-	May be inoperative provided: a) Procedures do not require its use, b) Associated glideslope is considered inoperative, and c) System is not required by 14 CFR.	
-20	Glideslope	C	-	-	May be inoperative provided: a) Approach procedures do not require its use, and b) System is not required by 14 CFR.	
-14-01	Analog Airspeed Indicator					
-01	Copilot Side (Non G600/G1000 Only)	C	-	0	May be inoperative provided operations do not require a second in command.	
(Continued)						

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-14-01	Analog Airspeed Indicator (Cont'd)					
-02	Standby					
-10	G1000	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 3 flight days.	
-20	G600	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 3 flight days.	
-14-02	Analog Vertical Speed Indicator (Non G1000 Only)	B	-	-	Left side must be operative for 14 CFR part 135 IFR passenger carrying operations.	
-16-01 ***	Altitude Alerting System	C	-	0	(O) May be inoperative provided enroute operations do not require its use.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-16-02	Analog Altimeter					
-01	Copilot Side (Non G600/G1000 Only)	C	-	0	May be inoperative provided: a) Operations do not require a second in command, and b) A non-electric altimeter is installed and operative on the pilot side.	
-02	Standby					
-10	G1000	A	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 3 flight days.	
-20	G600	A	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 3 flight days.	
-16-03 ***	Encoding Altimeter	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-18-01 ***	Low Airspeed Awareness System (LAA)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Nonstabilized Magnetic Compass (G1000 only)	B	1	0	May be inoperative provided any combination of three gyro or AHRS stabilized compass systems are operative.	
-10		B	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Any combination of two gyro or AHRS stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on the enroute portion of the flight. 	
-20		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.	
-21-01	Copilot Side Gyroscopic Attitude Indicator System (Non G600/G1000Only)	C	-	0	May be inoperative for operations not requiring a second in command.	
-21-02 ***	Number 2 Gyroscopic Attitude Indicator (Installed on Pilot side) (Non G600/G1000Only)	C	1	0	May be inoperative provided operations do not require its use.	

REVISION NO. 11

PAGE NO. 34-5

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-21-03	Standby Attitude Indicator					
-01	G1000	A	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 3 flight days.	
-02	G600	A	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Repairs are made within 3 flight days.	
-21-04	GRS 77 AHRS (Installed by STC SA02017SE-D Only)	C	2	1	One may be inoperative provided operative AHRS is selected.	
-22-01	Copilot Side Directional Gyroscopic Indicator (Non G1000 Only)	A	-	0	May be inoperative for operations provided: a) Does not require a second in command, and b) Repairs are made within 3 flight days.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-24-01	Gyroscopic Rate of Turn Indicator (Non G1000 Only)					
-01	Pilot	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Repairs are made within 3 flight days.	
-02	Copilot					
-10	VFR or IFR	A	1	0	May be inoperative provided: a) Pilot side must be operative, and b) Repairs made within 3 flight days.	
-20	VFR Only	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Repairs are made within 3 flight days.	
-24-02	Analog Slip Skid Indicator (Non G1000 Only)					
-01	Pilot	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Repairs are made within 3 flight days.	

(Continued)

REVISION NO. 11

PAGE NO. 34-7

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-24-02	Analog Slip Skid Indicator (Non G1000 Only) (Cont'd)					
-02	Copilot					
-10	VFR or IFR	A	1	0	May be inoperative provided: a) Pilot side must be operative, and b) Repairs made within 3 flight days.	
-20	VFR Only	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Repairs are made within 3 flight days.	
-25-01 ***	Flight Director	C	1	0	May be inoperative provided: a) Approach procedures do not require its use, and b) Autopilot is considered inoperative.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-02 ***	Multi-Function Display (GMX-200, Bendix-King, or Equivalent)					
-01		D	1	0	May be inoperative provided display is not used to display TCAS or TAWS information.	
-02		C	1	0		
-03 ***	Map (MAP)	D	1	0	May be inoperative or out of currency provided system complies with POH/AFM supplement limitations.	
-04	Database				Deleted, Revision 11.	
-05 ***	Airborne Weather Radar/Thunderstorm Detection Equipment Display (RADAR)	D	1	0	Any in excess of those required by 14 CFR may be inoperative.	
-06 ***	Terrain Awareness (internal) (TER)	D	1	0	May be inoperative.	
-07	Terrain Awareness (external) (TER)	C	1	0	(O) May be inoperative provided terrain display is considered inoperative.	
-08 ***	Traffic Awareness (TRAF)					
-10 ***		D	1	0	(O) May be inoperative provided traffic display is not used for TCAS I or TCAS II traffic display.	
(Continued)						

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-02 ***	Multi-Function Display (GMX-200, Bendix-King, or Equivalent) (Cont'd)					
-20 ***		C	1	0	May be inoperative in accordance with existing TCAS MMEL relief.	
-09 ***	Weather Information Datalink (FIS)	D	1	0	May be inoperative.	
-10 ***	Chartview (CHART)	D	1	0	May be inoperative or out of currency.	
					NOTE: Comply with POH/AFM Limitations.	
-25-03	Copilot Side Primary Flight Display (PFD) (G1000 or STC SA02153LA-D Only)	B	-	0	May be inoperative for operations not requiring second in command.	
-25-04	Radio Magnetic Indicator (RMI)	C	-	0		
-25-05	Aviation Database for G600 (Aircraft modified by STC SA02017SE-D or SA02153LA-D Only)				Deleted, Revision 11.	
-25-06	Obstacle Database for G600 (Aircraft modified by STC SA02017SE-D or SA02153LA-D Only)				Deleted, Revision 11.	

REVISION NO. 11

PAGE NO. 34-10

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-25-07	Safe Taxi Database				Deleted, Revision 11.	
-01	G600 (Aircraft modified by STC SA02017SE-D or STC SA02153LA-D Only)				Deleted, Revision 11.	
-02	G1000				Deleted, Revision 11.	
-25-08	Chart Database				Deleted, Revision 11.	
-01	G600 (Aircraft modified by STC SA02017SE-D or STC SA02153LA-D Only)				Deleted, Revision 11.	
-02	G1000				Deleted, Revision 11.	
-25-09 ***	Synthetic Vision	C	1	0	May be inoperative provided procedures do not require its use.	
-34-01 ***	Marker Beacon Receiver (KMA 24)					
-01	Marker Beacon Function	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	

REVISION NO. 11
 DATE: 02/04/2014

PAGE NO. 34-11

AIRCRAFT: Cessna 208/208B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-34-01 ***	Marker Beacon Receiver (KMA 24) (Cont'd)					
-02	Beacon Annunciator (A, O, M)					
-10		C	3	0	May be inoperative provided: a) Procedures do not require its use, and b) Marker beacon is not required by 14 CFR.	
-20		C	3	0	May be inoperative provided remote annunciator panel is installed and operative.	
-30		C	3	0	May be inoperative provided marker audio is operative and used.	
-03	Annunciator Test (TST Button)					
-10		C	1	0	May be inoperative provided: a) Procedures do not require use of the marker beacon function, and b) Marker beacon is not required by 14 CFR.	
-20		C	1	0	May be inoperative provided marker audio is operative and used.	
-04	Sensitivity (HI-LO) Selector (SENS Button)	C	1	0		

REVISION NO. 11

PAGE NO. 34-12

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-34-02	Marker Beacon Receiver (GMA 340/347)					
-01	Marker Beacon Function	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-02	Beacon Annunciator (A, O, M)					
-10		C	3	0	May be inoperative provided: a) Procedures do not require its use, and b) Marker beacon is not required by 14 CFR.	
-20		C	3	0	May be inoperative provided remote annunciator panel is installed and operative.	
-30		C	3	0	May be inoperative provided marker audio is operative and used.	
-03	Audio Selector/Mute (MKR-MUTE Button or Annunciator)	C	1	0	May be inoperative provided procedures do not require marker audio.	
-04	Sensitivity Annunciator (HI - LO)	C	2	0		
-05	Sensitivity Selector (SENS Button)	C	1	0		

REVISION NO. 11

PAGE NO. 34-13

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-34-03	Marker Beacon Receiver (GMA1347)					
-01	Marker Beacon Function	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-02	Audio Selector/Mute (MKR-MUTE Button or Annunciator)	C	-	0	May be inoperative provided procedures do not require marker audio.	
-03	High Sensitivity Selector (HI SENS Button or Annunciator)	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-42-01	Weather Radar/Thunderstorm Detection Equipment	C	1	0	May be inoperative provided system is not required by 14 CFR.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System Class B TAWS Equipment Required					
-01	Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-10	Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-20	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
-30 ***	Modes 2, 4, and 5	C	3	0		
-40	Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
-45	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

REVISION NO. 11

PAGE NO. 34-15

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System Class B TAWS Equipment Required (Cont'd)					
-50 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
-03 ***	Terrain Displays	C	-	0		
-04 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
-05 ***	Class C TAWS/GPWS Equipment	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
NOTE: Any mode that operates normally may be used.						

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-02	Radio Altimeter					
-01		A	1	0	(M) May be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) System is deactivated and secured, and c) Repairs are made within 2 flight days.	
-02		C	1	0	May be inoperative provided approach procedures do not require its use.	
-45-01 ***	Traffic Alert and Collision Avoidance System					
-01	Traffic Alert and Collision Avoidance System (TCAS I)					
-10		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
-20		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
(Continued)						

REVISION NO. 11

PAGE NO. 34-17

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (Cont'd)					
-02	Traffic Alert Display System	C	-	0	(O) May be inoperative provided enroute or approach procedures do not require its use.	
-03	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-04 ***	Airspace Selection Function	C	-	0		
-45-02 ***	Traffic Collision Avoidance Device (TCAD)	C	1	0		
-51-01	Distance Measuring Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-52-01	ATC Transponders and Automatic Altitude Reporting System					
-01		B	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight, and c) Traffic alert and collision avoidance system (TCAS) is considered inoperative.	
-02		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-03	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to the completion of the next scheduled inspection/check of the system.	
-04 ***	ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
-55-01	Automatic Direction Finder (ADF) System	D	-	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.	
-57-02 ***	Data Loader Jack (For KLN series)	C	1	0		
-60-02	Flight Management System (FMS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE: Enhanced function of TAWS may not be available.	
-01	Fuel Planning Function	C	-	0		
-61-01	Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	

REVISION NO. 11
 DATE: 02/04/2014

PAGE NO. 35-1

AIRCRAFT: Cessna 208/208B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------------------	--

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Oxygen Mask	C	-	0	May be inoperative provided not required by 14 CFR.	
-10-01	Crew Oxygen System	B	1	0	May be inoperative provided system is not required by 14 CFR.	
-20-01 ***	Oxygen System (Excluding Crew)	C	1	0	May be inoperative provided system is not required by 14 CFR.	
-01	Cabin Mask					
-10		C	-	0	Individual oxygen masks or dispensers may be inoperative or missing provided associated seats are placarded "DO NOT OCCUPY".	
-20		D	-	0	May be missing or inoperative provided operation does not require its use.	
-30-01 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	

REVISION NO. 11

PAGE NO. 37-1

DATE: 02/04/2014

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

37. Vacuum

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Auxiliary Dry Air Pump (Any STC installation)	C	1	0	May be inoperative provided air pump is not required by 14 CFR.	

REVISION NO. 10

PAGE NO. 38-1

DATE: 08/20/2013

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
-30-01 ***	Pilot Relief Tube	C	1	0		
-30-02 ***	Flushing Toilet System (Excluding Relief Tube)	C	1	0	(M) (O) Individual components may be inoperative provided: a) System is drained and deactivated, b) System and area is inspected for leaks then cleaned, if required, c) Cabin occupants are briefed prior to each flight that the toilet is inoperative and unusable, and d) Toilet is placarded "DO NOT USE TOILET".	
-01 ***	Belted Toilet Seat Belt/ Shoulder Harness	D	-	0	May be inoperative provided seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, AND LANDING".	
-02 ***	Belted Toilet Seat Belt/ Shoulder Harness Keeper	D	-	0		

REVISION NO. 10

PAGE NO. 52-1

DATE: 08/20/2013

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit Door Key Lock	C	2	0	May be inoperative in the unlocked position.	
-10-02	Passenger Door Key Lock	C	-	0	May be inoperative in the unlocked position.	
-30-01	Cargo Door Key Lock	C	-	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.	
-30-02 ***	Cargo Pod Door Key Lock	C	-	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.	
-40-01 ***	Nose Cowl Door Key Lock	C	2	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.	

REVISION NO. 11
 DATE: 02/04/2014

PAGE NO. 71-1

AIRCRAFT: Cessna 208/208B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Inertial Separator System	C	1	0	(M) May be inoperative provided: a) Separator bypass doors are secured in BY-PASS, and b) Aircraft is operated in accordance with performance section of POH/AFM.	

REVISION NO. 10

PAGE NO. 73-1

DATE: 08/20/2013

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Auto Start System (STC SA02291AK)	C	1	0	May be inoperative provided manual ground start procedures and limits are observed.	
-20-02	Single Red Line Computer System (STC SA02291AK)	C	1	0	May be inoperative provided inoperative SRL System procedures and limits are observed.	
-20-03	Torque Temperature Limiter System (STC SA02291AK)	C	1	0	May be inoperative provided inoperative SRL System procedures and limits are observed.	
-20-04	Fuel Flow Indicator	C	1	0	May be inoperative provided the left and right fuel quantity indicators are operative.	
-20-05 ***	Shadin ETM Fuel Flow function (STC SA02291AK)	C	1	0	May be inoperative provided the left and right fuel quantity indicators are operative.	

REVISION NO. 8
 DATE: 01/23/2013

PAGE NO. 76-1

AIRCRAFT: Cessna 208/208B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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76. Engine Control						
Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Fuel Condition Lever Low-Idle Lock Assembly (STC SA01296SE)	C	1	0	(M) May be inoperative provided lock assembly is deactivated.	

REVISION NO. 8
 DATE: 01/23/2013

PAGE NO. 77-1

AIRCRAFT: Cessna 208/208B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Torque Indicator (STC SA02291AK)					
-01	Digital Counters	C	1	0	(O) Digital display may be inoperative provided analog display functions properly.	
-02	Complete Indicator	C	1	0	(O) May be inoperative provided: a) Shadin ETM torque display is functioning properly, and b) Single Red Line and Torque Temperature Limiter are functioning properly.	
-13-01	Engine Speed Indicator (STC SA02291AK)					
-01	Digital Counters	C	1	0	(O) Digital display may be inoperative provided analog display functions properly.	
-02	Complete Indicator	C	1	0	(O) May be inoperative provided Shadin ETM engine speed display is functioning properly.	
-21-01	EGT Indicator (STC SA02291AK)					
-01	Digital Counters	C	1	0	(O) Digital display may be inoperative provided analog display functions properly.	
-02	Complete Indicator	C	1	0	(O) May be inoperative provided: a) Shadin ETM EGT display is functioning properly, and b) Single Red Line and Torque Temperature Limiter are functioning properly.	

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Starter/Generator Speed Sensor					
-01	Non G1000	A	1	0	(O) May be inoperative provided: a) Starter switch is turned off when Ng obtains a minimum of 52 percent Ng, b) STARTER ENERGIZED amber annunciator is monitored in accordance with POH/AFM starting engine normal procedures, c) Alternate procedures are established and used for tracking engine starts, and d) Engine is not operated for more than 10 starts.	
-02	G1000 (675 SHP)	A	1	0	(O) May be inoperative provided: a) Starter switch is turned off when Ng obtains a minimum of 52 percent Ng, b) STARTER ON amber annunciator is monitored in accordance with POH/AFM starting engine normal procedures, c) Alternate procedures are established and used for tracking engine starts, and d) Engine is not operated for more than 10 starts.	

(Continued)

REVISION NO. 11a

PAGE NO. 80-2

DATE: 10/12/2016

AIRCRAFT:
 Cessna 208/208B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Starter/Generator Speed Sensor (Cont'd)					
-02	G1000 (867 SHP)	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Starter switch is turned off when Ng obtains a minimum of 55 percent Ng. b) STARTER ON amber annunciator is monitored in accordance with POH/AFM starting engine normal procedures, c) Alternate procedures are established and used for tracking engine starts, and d) Engine is not operated for more than 10 starts. 	