



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

Master Minimum Equipment List (MMEL)

Revision: 12
Date: 02/02/2021

Textron Aviation 208/208B Caravan/Grand Caravan/Grand Caravan EX

**** FOR 14 CFR PARTS 91, 91K, 125, AND 135 OPERATIONS ONLY****

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AIRCRAFT:

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80	Starting	80-1 thru 2	12	02/02/2021

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	12/16/1988	All Pages
1	03/28/1989	22-1, 25-1, 26-1, 27-1, 30-1, 32-1, 33-1 thru 2, 34-1, 34-3
2	06/22/1989	Highlights of Revisions, Definitions, Preamble
2a	12/18/1990	Highlights of Revisions, Definitions, 23-1, 24-1, 26-1, 28-1
2b	07/31/1991	Highlights of Revisions, Guidelines, 80-1
2c	07/20/1992	Highlights of Revisions, 24-1, 30-2
2d	11/10/1992	Highlights of Revisions, 24-1, 33-1 thru 3
3	11/16/1993	Highlights of Revisions, Definitions, 21-1, 22-1, 23-1, 24-1, 25-1 thru 2, 26-1, 27-1, 28-1, 30-1 thru 2, 31-1, 32-1, 33-1 thru 3, 34-1 thru 4, 35-1, 80-1
3a	11/30/1993	Highlights of Revisions, 24-1
3b	08/17/1994	Highlights of Revisions, 23-1
3c	09/07/1994	Highlights of Revisions, 23-1, 33-2 thru 3, 34-1
3d	02/25/1997	Highlights of Revisions, Definitions, Guidelines, 25-1 thru 2, 26-1, 28-1, 31-1, 33-1 thru 3, 34-1 thru 5
3e	03/16/1999	Highlights of Revisions, Definitions, Guidelines, 34-1 thru 5
3f	07/27/1999	Highlights of Revisions, Definitions, Guidelines, 52-1
4	08/23/2000	Highlights of Revisions, Definitions, 22-1 23-1 thru 2, 24-1, 25-1 thru 2, 26-1, 27-1. 28-1. 30-1 thru 2, 32-1, 33-1 thru 3, 34-1 thru 6, 35-1, 52-1
4a	No Date	Highlights of Revisions, Definitions, Guidelines, 22-1, 23-1, 25-1 thru 2, 30-1, 33-2 thru 3
5	04/16/2002	Highlights of Revisions, Definitions, Guidelines, 21-1, 22-1, 23-1 thru 2, 24-1, 25-1 thru 2, 26-1, 27-1, 28-1, 30-1 thru 2, 31-1, 32-1, 33-1 thru 3, 34-1 thru 6, 35-1, 52-1, 80-1
5a	06/13/2002	Highlights of Revisions, Definitions, Guidelines, 22-1, 24-1, 34-5
5b	09/10/2002	Highlights of Revisions, Definitions, 26-1
5c	10/20/2003	Highlights of Revisions, Definitions, Guidelines, 27-1 thru 2, 28-1
5d	03/04/2004	Highlights of Revisions, Definitions, Guidelines, 25-3, 31-1, 76-1

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REV NO.	DATE	PAGE NO.
5e	12/06/2004	Highlights of Revisions, Definitions, Guidelines, 25-3, 31-1, 34-4 thru 5, 76-1
6	04/05/2005	Highlights of Revisions, Definitions, 27-1, 30-2, 31-1
6a	08/16/2006	Highlights of Revisions, Definitions, Guidelines, 25-3, 30-2
6b	12/08/2006	Highlights of Revisions, Definitions, Guidelines, 34-7
6c	03/16/2007	Highlights of Revisions, Log of Revisions, 30-1 thru 2
7	12/15/2008	All Pages
7a	03/30/2009	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions and Preamble, Guidelines for (M) and (O) Procedures, 21-1, 22-2, 23-3, 24-1, 27-1, 30-1, 31-1, 33-1, 34-1 thru 2
7b	11/10/2010	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions and Preamble, Guidelines for (M) and (O) Procedures, 23-1 thru 3, 25-4, 27-1, 28-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 52-1, 76-1
8	01/23/2013	Cover Page, Control Page/Table of Contents, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 3, 22-1 thru 2, 23-1 thru 9, 24-1, 25-1 thru 5, 26-1, 27-1, 28-1, 30-1 thru 4, 31-1 thru 3, 32-1, 33-1 thru 3, 34-1 thru 18, 35-1, 38-1, 52-1, 73-1, 74-1, 76-1, 77-1, 80-1
9	03/25/2013	Cover Page, Control Page/Table of Contents, Log of Revisions, Highlights of Change, Guidelines for (M) and (O) Procedures, 30-1 thru 4
10	08/20/2013	Cover Page, Control Page/Table of Contents, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines for (M) and (O) Procedures, 23-1 thru 10, 24-1 thru 2, 25-1 thru 5, 26-1, 27-1, 28-1, 30-1 thru 3, 31-1 thru 2, 33-1 thru 3, 34-1 thru 16, 35-1, 37-1, 38-1, 52-1, 73-1, 74-1, 80-1
11	02/04/2014	Cover Page, Table of Contents, Highlights of Change, Definitions and Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 3, 23-1 thru 10, 24-1 thru 2, 25-1 thru 5, 26-1, 27-1 thru 2, 28-1, 30-1 thru 3, 31-1 thru 2, 33-1 thru 3, 34-1 thru 16, 35-1, 37-1 71-1, 74-1, 80-1
11a	10/12/2016	Cover Page, Table of Contents and Control Page, Highlights of Change, Guidelines for (M) and (O) Procedures, 32-1 thru 3, 80-1 thru 2,
12	02/02/2021	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines for (M) and (O) Procedures, 21-1, 21-3, 22-1 thru 8, 23-1 thru 23-8, 23-10 thru 13, 24-1 thru 2, 25-1 thru 8, 26-1, 27-2, 30-1 thru 5, 31-1 thru 2, 33-2 thru 3, 34-1 thru 5, 34-7 thru 18, 35-1, 37-1, 77-1, 80-2

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 12**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 09/25/2019.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the relief items and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
	All pages have been revised to reflect the change of type certificate (TC) holder as shown on the following Type Certificate Data Sheets (TCDS): FAA - A37CE
	All instances of "14 CFR" have been replaced with "operating rule."
	All instances of "its use" have been replaced with "use."
	All existing relief associated with an STC has had the term "Only" removed.
ATA 21	AIR CONDITIONING
	Individual relief items may have been renumbered.
21-20-03	Added relief for Pilot Heat Deflector STC SA02030AK-D.
21-21-02	Amended relief to allow for one PFD Fan to be inoperative and added requirement for one Deck Skin Fan to be operative.
21-21-03	Amended relief to allow for one MFD Fan to be inoperative and added requirement for one Deck Skin Fan to be operative.
21-22-02-02	Added note on Defrost/Fwd Cabin Air Distribution Valve relief.
21-40-01	Added relief for Cabin Window Defogger STC SA02031AK-D.
21-50-01	Updated Repair Category to "D."
ATA 22	AUTOFLIGHT
	Individual relief items may have been renumbered.
22-10-01	Split relief into two sub-items to distinguish between non-G1000 and G1000 equipped aircraft.
22-10-01-01	Proviso language amended to clarify operational restrictions.
22-10-02	Split relief into two sub-items to distinguish between non-G1000 and G1000 equipped aircraft.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
22-10-03	Added relief for Garmin GFC 600 Autopilot STC SA01844WI. Proviso language amended to clarify operational restrictions.
22-10-03-02	Proviso language amended to clarify operational restrictions.
22-10-04	Renumbered for continuity.
22-10-05	Renumbered for continuity.
22-10-06	Renumbered for continuity.
22-10-07	Renumbered for continuity.
22-10-08	Renumbered for continuity.
22-13-01	Relief of Revision 11a item 22-13-01, Right Course Select Knob (CRS2) (G1000 Only), has been incorporated into new relief item 22-13-02-08.
22-13-01	Added relief for Flight Guidance Controller Button Annunciator (GMC 710) (Failed to illuminate) with twelve sub-items.
22-13-02	Added relief Flight Guidance Controller Function Control (Button Fails to Actuate) (GMC 710) with fifteen sub-items.
ATA 23	COMMUNICATIONS
23-00-01	Amended relief for operating rules.
23-10-01	Amended relief for operating rules.
23-40-01	Passenger Address (PA) System, Amended relief from FAA MMEL Policy Letter PL-09 for applicability to 14 CFR Part 23 aircraft. PL-09 is specific to 14 CFR Part 25 aircraft operated under 14 CFR Part 121 operating rules.
23-40-02	Added relief for Passenger Briefing System.
23-50-01-03	Amended relief for operating rules.
23-50-02	Amended relief for operating rules.
23-50-05	Amended relief for operating rules.
23-50-06	Renumbered for continuity.
23-50-07	Added GMA "350 or equivalent."
23-50-07-05-10	Added a Note to specify that Textron recommended O procedures are for the GMA 340/347 only.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
23-50-07-06	Added a Note to specify that Textron recommended O procedures are for the GMA 340/347 only.
23-50-08	Renumbered for continuity.
23-50-09	Added relief for Garmin GMA 1360 audio panel.
ATA 24	ELECTRICAL POWER
24-10-01	Amended proviso item c) to restrict IFR passenger-carrying operations. Proviso language amended to clarify operational restrictions.
24-32-02	Amended relief for operating rules.
ATA 25	EQUIPMENT/FURNISHINGS
25-00-01	Added relief for FlightStream 510.
25-20-01	Amended relief from FAA MMEL Policy Letter PL-79 for applicability to 14 CFR Part 23 aircraft operated under 14 CFR Parts 91.107 and 135.128. Added sub-item -02 for UnderSeat Baggage Restraining System. Added sub-item -04 for Seat Belt/Shoulder Harness (Forward and Aft-facing Seats) applicable to 14 CFR operating rules.
25-20-02	Incorporated proviso change per current pending PL-100 revision guidance.
25-20-03	Added relief for Ashtray. NOTE FAA Airworthiness Directive 74-08-09 in its current revision is not applicable to 14 CFR Part 23 aircraft.
25-50-01	Added proviso change per current pending revision guidance for cargo restraint systems.
25-50-01-01	Added proviso change per current pending revision guidance for cargo restraint systems.
25-50-01-02	Added proviso change per current pending revision guidance for cargo restraint systems.
25-60-01	Updated ELT relief to FAA MMEL Policy Letter PL-120.
25-60-01-02-10	Added the two category "A" options from pl-120 and included provisos.
25-60-01-02-20	Added the two category "A" options from pl-120 and included provisos.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
25-60-01-02-30	Renumbered for continuity.
25-60-01-02-40	Renumbered for continuity.
25-60-02	Amended relief for Emergency Medical Equipment.
25-60-04	Added Relief for PBE from FAA MMEL Policy Letter PL-43.
25-61-01	Amended relief for operating rules.
25-64-01	Amended relief for operating rules.
ATA 26	FIRE PROTECTION
26-22-01	Amended relief for operating rules.
ATA 27	FLIGHT CONTROLS
27-50-02-02	Added the word, "conditions" after "icing" for clarity.
ATA 30	ICE AND RAIN PROTECTION
30-00-01	TKS Ice Protection System. Split relief into two sub-items for non-G1000 and G1000 equipped airplanes.
ATA 31	INDICATING/RECORDING SYSTEMS
31-20-01	Amended relief for operating rules.
31-20-04	Added relief for Vision 1000 System STC SA03285CH.
31-20-05	Added relief for SkyNode S100 STC SA03148NY.
31-20-06	Added Relief for IoNode 100 System.
31-30-03	Amended relief for operating rules.
31-70-01	Added relief for Vision 1000 STC SA03285CH.
ATA 33	LIGHTS
33-40-01	Relief altered for regulatory compliance.
33-40-03	Edited Relief for regulatory compliance.
33-40-04-01	Amended relief for operating rules.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
33-40-04-03	Removed the word "twelve" and added "for all flight conditions."
33-40-05	Renumbered for continuity.
33-40-06	Edited to put a dash for the number installed and triple asterisks to reflect the optional status of the Service Bulletin.
33-40-06	Removed duplicate.
33-40-07	Renumbered for continuity.
33-40-08	Renumbered for continuity.
ATA 34	NAVIGATION
34-00-01-01	Amended relief for operating rules.
34-14-02	Analog Vertical Speed Indicator (Non-G1000). Amended relief for operating rules.
34-16-03	Amended relief for operating rules.
34-20-01	Renumbered for continuity.
34-21-04	Rearranged words "AHRS" and "GRS 77."
34-22-01	Copilot Side Directional Gyroscopic Indicator (Non G1000 Only). Added second proviso for operators who do not operate with a second in command (SIC).
34-25-02-01	Added note about ADS-B In may not be available.
34-25-05	Added relief for Synthetic Vision.
34-25-06	Added relief for KMT 112 Flux Detector.
34-34-01	Marker Beacon. Combined relief from 34-34-01 and 34-34-02 into a single item.
34-42-01	Amended relief for operating rules.
34-44-01	Amended relief to include Class A TAWS installed as optional equipment. Relief based on FAA MMEL Policy Letter PL-54.
34-44-02	Renumbered for continuity.
34-44-03	Amended title from Radio Altimeter to Radar Altimeter to reflect nomenclature in the Model 208/208B Maintenance Manual.
34-51-01	Amended relief for operating rules.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
34-52-01	ATC Transponders and Automatic Altitude Reporting System. Updated relief to FAA MMEL Policy Letter PL-76.
34-52-01-02	Amended relief for operating rules.
34-52-01-03	Added relief for ADS-B from FAA MMEL Policy Letter PL-105.
34-60-01	Amended relief for operating rules.
ATA 35	OXYGEN
35-00-01	Amended relief for operating rules.
35-10-01	Amended relief for operating rules.
35-20-01	Amended relief for operating rules.
35-30-01	Amended relief for operating rules.
34-52-02	Added relief for ADS-B from FAA MMEL Policy Letter PL-105.
34-52-02-01	Numbered sub-item for continuity.
34-52-02-02	Numbered sub-item for continuity.
34-52-02-03	Numbered sub-item for continuity.
34-52-02-04	Numbered sub-item for continuity.
34-52-02-05	Numbered sub-item for continuity.
34-52-02-06	Numbered sub-item for continuity.
34-52-02-07	Numbered sub-item for continuity.
34-52-02-08	Numbered sub-item for continuity.
34-61-01	Navigation Database. Relief from FAA MMEL Policy Letter PL-98 deleted Rev 12. No Engineering data exists to support this relief from Textron Aviation.
ATA 37	VACUUM
37-10-01	Added sub-item -01 for Elapsed Time Indicator (ETI).
ATA 77	ENGINE INDICATING
77-12-01	Added relief for G1000 Torque Indication (Legacy and NXi).

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 80	STARTING
80-00-01-03	Updated numbering for continuity.

AIRCRAFT:

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DEFINITIONS AND PREAMBLE

Definitions

FAA Only - The required definitions listed are listed in Appendix B of Master Minimum Equipment List (MMEL) Policy Letter (PL) 25, MMEL and MEL Definitions. Additional definitions may be included in an operator's minimum equipment list (MEL) as desired. Revision of PL-25 does not require revision to the operator's MEL.

Preamble

For operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K) and 135, refer to the current FAA MMEL PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both PLs are found on the FAA Flight Standards Information Management System (FSIMS) website.

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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 (STC) 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:

Textron has developed recommended (M) maintenance and (O) operational procedures for the Textron Aviation Model 208/208B MMEL (P/N 208CPM-00-00, or later revision). Operator's MEL procedures should be based on the Textron procedures.

Guidelines for (M) & (O) Procedures for Non-Textron-Aviation-Owned STC Relief:

Items listed in the MMEL that are installed on the aircraft by STC in which Textron Aviation is not the STC holder or is not supported by Textron Aviation, will not have a procedure in the O&M Guide. The operator must contact the holder of the STC for any required procedure or develop the procedure for their operation.

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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		
-20-03	Pilot Heat Deflector (STC SA02030AK-D)	D	4	0	May be missing or damaged provided affected deflector does not interfere with flight controls or braking action.	
-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, c) MFD COOLING is not displayed, and d) At least one Deck Skin Fan is operative.	
-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, c) MFD COOLING is not displayed, and d) At least one Deck Skin Fan is operative.	
-21-04	Deck Skin Fan (G1000 Only)					
-01		C	2	1		

(Continued)

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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
-21-04	Deck Skin Fan (G1000 Only) (Cont'd)					
-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.	

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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
-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. NOTE: With Cabin Distribution Valve failed and secured in the FWD position, there will be NO airflow to provide cabin heat.	
-40-01	Cabin Window Defogger (STC SA02031AK-D)	D	4	0	May be inoperative.	
-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	D	1	0	(M) May be inoperative provided system is deactivated.	

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Autopilot					
-01	Non-G1000 Systems	C	1	0	(M) May be inoperative provided: a) Autopilot is deactivated, b) Approach minimums do not require use of autopilot system, and c) Flight is not conducted under an IFR-passenger-carrying for hire operating rule.	
-02	G1000 System (Legacy and NXi)	C	1	0	May be inoperative provided operations do not require use of autopilot. NOTE: A red AFCS message will be displayed on PFD 1 and 2 until item is corrected and all AFCS functions will be inoperative.	
-10-02 ***	Yaw Damper					
-01	Non-G1000 Systems (Except G600)	C	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot is considered inoperative.	
-02	G1000 System (Legacy and NXi)	C	1	0	May be inoperative provided autopilot is considered inoperative. NOTE: A red YAW message will display on PFD 1 and 2 until item is corrected.	

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-03 ***	Garmin GFC 600 Autopilot (STC SA01844WI Only)	C	1	0	(M) May be inoperative provided: a) Autopilot is deactivated, b) Approach minimums do not require use of autopilot system, and c) Flight is not conducted under an IFR-passenger carrying for hire operating rule.	
-01 ***	Yaw Damper	D	-	0	(M) May be inoperative provided system is deactivated.	
-02	Autopilot Disconnect Button (All Buttons)	C	-	0	(M)(O) May be inoperative provided: a) Autopilot system is deactivated, b) Approach minimums do not require use of autopilot system, and c) Flight is not conducted under an IFR-passenger-carrying for hire operating rule.	
-03 ***	GAD 43 Adapter for Radar-Equipped Aircraft (STC SA02017SE-D)	C	1	0	(O) May be inoperative provided: a) Autopilot and yaw damper are considered inoperative, EXCEPT aircraft equipped with GFC 600 installed by STC SA01844WI, b) Radar stabilization is selected off (STAB-OFF), and c) Alternate procedures are established and used for operating radar without pitch and roll stabilization.	
-04 ***	GAD 43 Adapter for Non-Radar-Equipped Aircraft (STC SA02017SE-D)	D	1	0	May be inoperative provided autopilot and yaw damper are considered inoperative EXCEPT aircraft equipped with GFC 600 autopilot installed by STC SA01844WI.	
(Continued)						

AIRCRAFT:
 Textron Aviation Model 208/208B

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-03 ***	Garmin GFC 600 Autopilot (STC SA01844WI Only) (Cont'd)					
-05	Avionics Inverter (Aircraft Modified by STC SA01844WI Only)	C	1	0	(O) May be inoperative provided: a) Radar stabilization is selected off (STAB-OFF), and b) Alternate procedures are established and used for operating radar without pitch and roll stabilization.	
-06	Flight Director	C	1	0	May be inoperative provided: a) Approach procedures do not require use, and b) Autopilot is considered inoperative (except aircraft equipped with GFC 600 Autopilot installed by STC SA01844WI).	
-10-04 ***	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.	
-10-05 ***	Control Wheel Steering (CWS)	C	-	0		

AIRCRAFT:
Textron Aviation Model 208/208B

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-06 ***	Go-Around Button (All Systems)	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.	
-10-07	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 selected 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.	
-10-08	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.	

AIRCRAFT:
 Textron Aviation Model 208/208B

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-01	Flight Guidance Controller Button Annunciator (GMC 710) (Failed to illuminate)					
-01	Altitude (ALT)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD Flight Director Mode box.	
-02	Approach (APR)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD Flight Director Mode box.	
-03	Autopilot (AP)	C	1	0	May be inoperative provided AP annunciation appears in PFD Flight Director Mode box.	
-04	Back Course (BC)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD Flight Director Mode box.	
-05	Coupled Side (XFR - Left or Right Arrow)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD Flight Director Mode box.	
-06	Flight Level Change (FLC)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD Flight Director Mode box.	
-07	Half Bank (BANK)	C	1	0	May be inoperative provided green bank limit arc appears on PFD attitude display.	
(Continued)						

AIRCRAFT:
 Textron Aviation Model 208/208B

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-01	Flight Guidance Controller Button Annunciator (GMC 710) (Failed to illuminate) (Cont'd)					
-08	Heading (HDG)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD Flight Director Mode box.	
-09	Navigation (NAV)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD Flight Director Mode box.	
-10	Vertical Navigation (VNV)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD Flight Director Mode box.	
-11	Vertical Speed (VS)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD Flight Director Mode box.	
-12	Yaw Damper (YD)	C	1	0	May be inoperative provided YD annunciation appears in PFD Flight Director Mode box.	
-13-02	Flight Guidance Controller Function Control (Button Fails to Actuate) (GMC 710)					
-01	Altitude (ALT)	B	1	0	May be inoperative provided: a) Procedures do not require use, and b) Aircraft is not operated RVSM.	
-02	Approach (APR)	B	1	0	May be inoperative provided procedures do not require use.	
(Continued)						

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-02	Flight Guidance Controller Function Control (Button Fails to Actuate) (GMC 710) (Cont'd)					
-03	Autopilot (AP)	B	1	0	May be inoperative provided autopilot system is considered inoperative.	
-04	Back Course (BC)	C	1	0	May be inoperative provided procedures do not require use.	
-05	IAS/Mach Change-Over (SPD)	D	1	0		
-06	Coupled Side (XFR)	C	1	0	May be inoperative provided arrow points to pilot-flying side.	
-07	Course (CRS1 or CRS2 Knob)	B	2	1	One may be inoperative provided procedures do not require use.	
-08	Course Direct (CRS1 or CRS2 PUSH DIR)	C	2	0		
-09	Flight Level Change (FLC)	C	1	0	May be inoperative provided procedures do not require use.	
-10	Half Bank (BANK)	C	1	0		
-11	Heading Sync (HDG PUSH SYNC)	C	1	0		
-12	Navigation (NAV)	B	1	0	May be inoperative provided procedures do not require use.	
-13	Vertical Navigation (VNV)	C	1	0	May be inoperative provided procedures do not require use.	
(Continued)						

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AIRCRAFT:
 Textron Aviation Model 208/208B

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-02	Flight Guidance Controller Function Control (Button Fails to Actuate) (GMC 710) (Cont'd)					
-14	Vertical Speed (VS)	C	1	0	May be inoperative provided procedures do not require use.	
-15	Yaw Damper (YD)	C	1	0	NOTE 1: Yaw damper may be engaged by engaging autopilot. NOTE 2: Yaw damper may be disengaged by pressing autopilot disconnect button.	

AIRCRAFT:
Textron Aviation Model 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
-00-01	Communications System	D	-	-	Any in excess of those required by operating rule may be inoperative provided: a) System is not powered by any aircraft emergency power system bus, and b) Emergency procedures do not require use.	
-00-02 ***	Flight Phone/SATCOM System	D	-	0	May be inoperative provided procedures do not require 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 operating rule 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.	
-12-01 ***	Panel Mount FM Transceiver	D	1	0		

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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
-20-01 ***	Datalink (Satellite Radio and Weather)					
-01		D	1	0	May be inoperative provided procedures do not require 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	D	1	0	(O) May be inoperative provided procedures do not require use. NOTE: Any function(s) that operate normally may be used.	
-02	Cargo Configuration	D	1	0		
-40-02	Passenger Briefing System	D	-	0	May be inoperative provided cabin occupants are briefed by alternate means.	

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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
-50-01 ***	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 operating rule.	
-04	Independent Power Source	C	1	0		

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 Textron Aviation Model 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
-50-02 ***	Flight Deck Headsets Earphone/Headphones and Boom Microphones	D	-	-	Any in excess of those required by operating rule 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.	
-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.	

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AIRCRAFT:
 Textron Aviation Model 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
-50-03 ***	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 operating rule, b) Affected speaker is not required for procedures, and c) Headset is used for associated inoperative speaker, including during emergency procedures.	

AIRCRAFT:
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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
-50-06	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 operating rule.	
-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 operating rule.	
-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 operating rule.	
-05 ***	Intercom Squelch Control (VOX)	C	1	0	May be inoperative provided associated squelch is acceptable to flightcrew.	

AIRCRAFT:
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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 (GMA 340/347/350 or Equivalent)					
-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 operating rule.	
-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 operating rule.	
-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)						

AIRCRAFT:
 Textron Aviation Model 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 (GMA 340/347/350 or Equivalent) (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. NOTE: Textron recommended (O) procedure for GMA 340/347 only.	
-20	Failed with at Least One Station Isolated	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. NOTE: Textron recommended (O) procedure for GMA 340/347 only.	
-07	Volume Control (COPILOT)	C	1	0	May be inoperative provided aircraft is operated single pilot.	
(Continued)						

AIRCRAFT:
 Textron Aviation Model 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 (GMA 340/347/350 or Equivalent) (Cont'd)					
-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.	
-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.	
-13 ***	Auxiliary Entertainment Inputs (MUSIC 1, MUSIC 2)	C	-	0		

AIRCRAFT:
Textron Aviation Model 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 1347)					
-01 ***	Co-Pilot Side	C	1	0	May be inoperative provided procedures do not require 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 operating rule.	
-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 operating rule.	
-05	Speaker Selector (SPKR Button or Annunciator)	C	-	0	May be inoperative provided speakers are not required or used.	
-06	Manual Squelch Selector (MAN SQ Button or Annunciator)	C	-	0	May be inoperative provided associated squelch is acceptable to flightcrew.	
-07	Clearance Playback (PLAY Button)	C	-	0	May be inoperative.	
(Continued)						

AIRCRAFT:
 Textron Aviation Model 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 1347) (Cont'd)					
-08	Intercom Selector (PILOT, COPLT Button or Annunciator)	C	-	0		
-10		D	-	0	(O) May be inoperative provided flightcrew verify no stations are isolated.	
-20	(Failed with at Least One Station Isolated)	C	-	0	May be inoperative provided aircraft is not operated single-pilot. NOTE: The pilot may be unable to hear passengers through the intercom system and vice versa.	
-09	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.	
-10	Volume/Squelch Knob	C	-	0	May be missing provided associated control is considered inoperative.	
-50-09	Audio Panel (GMA 1360)					
-01 ***	Co-Pilot Side	C	1	0	May be inoperative provided procedures do not require use.	
-02	Mic Selector (COM 1 MIC, COM 2 MIC, AUX 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 operating rule.	
(Continued)						

AIRCRAFT:
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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
-50-09	Audio Panel (GMA 1360) (Cont'd)					
-03	Mic Selector Annunciator (COM 1 MIC, COM 2 MIC, AUX 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, TEL, MUS 1, MUS 2, 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 operating rule.	
-05	Speaker Selector (SPKR Button or Annunciator)	C	-	0	May be inoperative provided speakers are not required or used.	
-06	Manual Squelch Selector (MAN SQ Button or Annunciator)	C	-	0	May be inoperative provided associated squelch is acceptable to flightcrew.	
-07	Clearance Playback Button (PLAY)					
-10		C	-	0	(O) May be inoperative provided flightcrew verify no stations are isolated.	
-20		D	-	0		
-08	Intercom Selector Failed With At Least One Station Isolated (CREW ISC, PASS ISC Button or Annunciator)	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.	
(Continued)						

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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
-50-09	Audio Panel (GMA 1360) (Cont'd)					
-09	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.	
-10	Volume/Squelch Knob	C	-	0	May be missing provided associated control is considered inoperative.	
-11	CRSR Knob	C	-	0	May be missing provided associated control is considered inoperative.	
-12	Bluetooth Pairing Indication (HLD TO PAIR)	D	-	0	May be missing provided associated control is considered inoperative.	
-13	MKR/MUTE Button/Indication					
-10		C	-	-	May be inoperative provided operating procedures do not require use.	
-20		D	-	0		
-14	Sensitivity Button/Indication (HI SENS)	D	-	-	May be inoperative provided sensitivity is acceptable to the flightcrew.	

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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
-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.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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 conducted under an IFR-passenger-carrying for hire operating rule.	
-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 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.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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 operating rule 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.	

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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
-00-01 ***	FlightStream 510	D	1	0	May be missing or inoperative.	
-00-02	Required Documents Holder (Airworthiness Certificate, Registration, etc.)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.	
-10-01	Flightcrew Seat (Per Seat)					
-01	Seat Back Angle Adjustment	C	1	0	May to be inoperative provided: 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: 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	Co-Pilot 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.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-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.	
-20-01 ***	Passengers Seat (Including Side- and Aft-Facing Seat)	D	-	0	May be inoperative provided: a) Seat does not restrict any cabin occupant access to the aisle, and b) Affected seat(s) are placarded "DO NOT OCCUPY FOR TAXI/TAKEOFF/LANDING." 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: a) Armrest does not restrict any passenger from access to the aisle, and b) If armrest is missing, seat is secured in full upright position.	
-02	Under Seat Baggage Restraining System	D	-	0	May be damaged, missing, or inoperative provided: a) Baggage is not stowed under seat with affected restraining system, and b) Affected seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT."	
(Continued)						

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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- and Aft-Facing Seat) (Cont'd)					
-03	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.	
-30		D	-	0	May be missing or inoperative in other than placarded taxi, takeoff, and landing position provided affected seat is considered inoperative.	
-04	Seat Belt/Shoulder Harness (Forward and Aft-Facing Seats)	D	-	0	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING, OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED."	
-05 ***	Seat Belt Air Bag Restraint Systems					
-10	Seat Belt Air Bags Required by Operating Rule	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING."	
-20	Seat Belt Air Bags Not Required by Operating Rule	D	-	-	May be inoperative or disconnected provided seat belt operates normally.	

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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
-20-02	Non-Essential Equipment and Furnishings (NEF)				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.	
-20-03 ***	Cabin Ashtray	A	-	1	May be inoperative or missing provided ashtray is replaced within 3 calendar-days.	
-50-01 ***	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: <ol style="list-style-type: none"> a) Approved cargo-loading limits are observed. The only source documents are: <ul style="list-style-type: none"> • Type Certificate (TC) • Supplemental Type Certificate (STC) • Airplane Flight Manual (AFM) • Airplane Flight Manual Supplement • Pilot's Operating Handbook (POH), and • TC/STC Weight and Balance Manual (WBM) b) Repairs are made within 120 consecutive calendar-days. 	
(Continued)						

AIRCRAFT: Textron Aviation Model 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 (Cont'd)					
-01		A	-	-	a) May be inoperative or missing provided cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
-02		A	-	-	a) Individual cargo areas may be inoperative provided aircraft is operated in accordance with OEM Weight & Balance source document, and b) Repairs are made within 120 consecutive calendar-days.	
-01	Cargo Barrier	C	1	0	May be missing or inoperative provided cargo is secured per the POH, 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 POH, Section 6, Weight and Balance/Cargo Load Restraint.	

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TABLE KEY

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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 operating rule 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	(M) May be missing provided: a) Placard stating, "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
-30		D	-	-	(M) Any in excess of those required by operating rule may be inoperative provided system is deactivated.	
-40		D	-	-	Any in excess of those required by operating rule may be missing.	
(Continued)						

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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) (Cont'd)					
-03	Remote ELT Switch	D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-10	ELT Indicator Light	D	-	0		
-20	ELT Aural Alarm	D	-	0		
-60-02 ***	Emergency Medical Equipment					
-01	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	0	May be broken, inoperative, or missing.	
-02	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	0	May be broken, inoperative, or missing.	
-03	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by operating rule may be incomplete, missing, or inoperative.	

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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
-60-03 ***	Smoke Goggles	C	-	0		
-60-04 ***	Portable Protective Breathing Equipment (PBE)	D	-	0	May be missing or inoperative. NOTE: Inoperative PBE units removed from the aircraft are subject to 49 CFR dangerous goods regulations.	
-61-01 ***	Life Preserver (Crew and Passenger)	D	-	-	Any in excess of those required by operating rule may be inoperative or missing.	
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by operating rule may be inoperative or missing.	

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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 operating rule may be inoperative or missing provided: <ol style="list-style-type: none"> 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. 	

AIRCRAFT: Textron Aviation Model 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	Primary Flap System					
-01	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)						

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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 (Cont'd)					
-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 conditions, 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.	

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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 use.	
-41-01	Fuel Quantity Indicating System	A	2	1	One may be inoperative provided: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> a) Alternate procedures for fuel level monitoring are established and used, and b) Fuel quantity indicating system is operative. 	

AIRCRAFT: Textron Aviation Model 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 (Non-G1000)					
-10		A	1	0	May be inoperative provided: 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)						

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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 (Non-G1000)					
-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.	

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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)					
-03	TKS Cockpit Quantity Indication (G1000)					
-10		A	1	0	May be inoperative provided: 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)						

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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)					
-04	TKS Low Level Indicating System (G1000)					
-10		A	1	0	May be inoperative provided: a) TKS Cockpit Quantity Indication 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 is operative.	
-30		D	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.	

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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 operating rule, 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 operating rule.	
-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).	
-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.	

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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
-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 use.	

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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 Secondhand or Electric Digital Clock	C	-	-	Any in excess of those required by operating rule 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°F, and b) Cabin heat control not opened more than the minimum amount required for operation.	
-20-04 ***	Vision 1000 System (STC SA03285CH)	D	1	0	(M) May be damaged, missing, or inoperative provided system is deactivated.	
-20-05 ***	SkyNode S100 (STC SA03148NY)	D	-	0	May be inoperative.	
-20-06 ***	IONode 100 System	D	-	0	May be inoperative.	
-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 operating rule 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.	

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TABLE KEY

1. REPAIR CATEGORY
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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.	
-70-01 ***	Vision 1000 (STC SA03285CH)	D	1	0	May be missing or inoperative.	

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TABLE KEY

1. REPAIR CATEGORY
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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.	

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TABLE KEY

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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		

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DATE: 10/12/2016

AIRCRAFT:
 Textron Aviation Model 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:
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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:
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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	May be inoperative provided wing strobe lights are operative.	
-40-02 ***	Belly-Mounted Anti-Collision Light (STC SA01239AT)	C	1	0		
-40-03 ***	Anti-Collision Strobe Light System	C	-	0	May be inoperative provided: a) Position/navigation light system is operative, b) Beacon Light (Upper) is operative, and c) Not required by 14 CFR.	
-40-04	Landing Light System					
-01		C	2	0	May be inoperative provided it is not required by operating rule.	
-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 twelve (12) elements may be inoperative for all flight conditions. NOTE: Landing Light is considered operative with the six remaining LED elements operative.	

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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
-40-05	Taxi/Recognition Light	C	2	0		
-40-06 ***	Position (Navigation) Light	C	-	0	May be inoperative provided the aircraft is not operated between sunset and sunrise.	
-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 for operations between sunset and sunrise, and b) Pulse light system is disabled.	

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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 use, and b) System is not required by operating rule.	
-02	ILS					
-10	Localizer	C	-	-	May be inoperative provided: a) Procedures do not require use, b) Associated glideslope is considered inoperative, and c) System is not required by operating rule.	
-20	Glideslope	C	-	-	May be inoperative provided: a) Approach procedures do not require use, and b) System is not required by operating rule.	

AIRCRAFT:
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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					
-01	Co-Pilot Side (Non-G600/G1000 Only)	C	-	0	May be inoperative provided operations do not require an SIC.	
-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 per operating rule.	
-16-01 ***	Altitude Alerting System	C	-	0	(O) May be inoperative provided enroute operations do not require use.	

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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	Co-Pilot Side (Non-G600/G1000 Only)	C	-	0	May be inoperative provided: a) Operations do not require an SIC, 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 operating rule may be inoperative.	
-18-01 ***	Low Airspeed Awareness (LAA) System	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM-defined icing conditions.	

AIRCRAFT:
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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
-20-01	Nonstabilized Magnetic Compass					
-01	G1000 Only	B	1	0	May be inoperative provided any combination of three gyro or AHRS-stabilized compass systems are operative.	
-02		B	1	0	May be inoperative provided: 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.	
-03		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	Gyroscopic Attitude Indicator System (Non-G600/G1000 Only)	C	-	0	May be inoperative provided system not required by operating rule.	
-01 ***		C	1	0	Co-Pilot side may be inoperative for operations not requiring an SIC.	
-02 ***		D	1	0	Co-Pilot side may be inoperative.	
-21-02 ***	Number 2 Gyroscopic Attitude Indicator (Installed on Pilot Side) (Non-G600/G1000 Only)	C	1	0	May be inoperative provided operations do not require use.	

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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	AHRS GRS 77 (Installed by STC SA02017SE-D Only)	C	2	1	One may be inoperative provided operative AHRS is selected.	
-22-01	Co-Pilot Side Directional Gyroscopic Indicator (Non-G1000 Only)					
-01		A	-	0	May be inoperative for operations provided: a) Does not require an SIC, and b) Repairs are made within 3 flight-days.	
-02		C	-	0	May be inoperative for operations not requiring an SIC.	

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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	Co-Pilot					
-10	VFR or IFR	A	1	0	May be inoperative provided: a) Pilot side must be operative, and b) Repairs are 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.	
-02	Co-Pilot					
-10	VFR or IFR	A	1	0	May be inoperative provided: a) Pilot side must be operative, and b) Repairs are 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.	

AIRCRAFT:
 Textron Aviation Model 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
-25-01 ***	Flight Director	C	1	0	May be inoperative provided: a) Approach procedures do not require use, and b) Autopilot is considered inoperative.	
-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. NOTE: ADS-B In may not be available.	
-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 ***	Airborne Weather Radar/Thunderstorm Detection Equipment Display (RADAR)	D	1	0	Any in excess of those required by operating rule may be inoperative.	
-05 ***	Terrain Awareness (internal) (TER)	D	1	0	May be inoperative.	
-06	Terrain Awareness (external) (TER)	C	1	0	(O) May be inoperative provided terrain display is considered inoperative.	
-07	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.	
-20 ***		C	1	0	May be inoperative in accordance with existing TCAS MMEL relief.	

(Continued)

AIRCRAFT:
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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)					
-08 ***	Weather Information Datalink (FIS)	D	1	0	May be inoperative.	
-09 ***	Chartview (CHART)	D	1	0	May be inoperative. NOTE: Comply with POH/AFM Limitations.	
-25-03	Co-Pilot Side Primary Flight Display (PFD) (G1000), or (STC SA02153LA-D Only)	B	-	0	May be inoperative for operations not requiring SIC.	
-25-04	Radio Magnetic Indicator (RMI)	C	-	0		
-25-05 ***	Synthetic Vision	C	1	0	May be inoperative provided procedures do not require use.	
-25-06 ***	KMT 112 Flux Detector	C	1	0	(O) May be inoperative provided: a) KA 51B slaving control and compensator unit is operational, b) Nonstabilized magnetic compass is operational, c) Pilot conducts flight with HSI selected in unslaved mode and resets HSI heading to magnetic compass heading as needed, and d) Heading flag is not displayed.	

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AIRCRAFT:
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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
-34-01	Marker Beacon					
-01	Receiver	C	-	0	May be inoperative provided procedures do not require use.	
-02 ***	Annunciator (A, O, M)					
-10		C	3	0	May be inoperative provided procedures do not require use.	
-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					
-10		C	1	0	May be inoperative provided procedures do not require use.	
-20		C	1	0	May be inoperative provided marker audio is operative and used.	
-04	Sensitivity Selector/Button/ Annunciator	C	-	0		
-05	Audio Selector/Mute (MKR-MUTE Button or Annunciator)	C	-	0	May be inoperative provided procedures do not require marker audio.	
-42-01	Weather Radar/Thunderstorm Detection Equipment	C	1	0	May be inoperative provided system not required by operating rule.	

AIRCRAFT:
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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 and Warning System (TAWS) (Class A or B TAWS Not Required)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Any mode that operates normally may be used. NOTE 2: For CAS message-equipped airplanes, the TERRAIN FAIL amber CAS message will display until item is corrected.	
-44-02 ***	Terrain Awareness and Warning System (TAWS) (Including Test Mode) (Class A or B TAWS 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. NOTE: For CAS message-equipped airplanes, the TERRAIN FAIL amber CAS message will display until item corrected.	
-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.	
(Continued)						

AIRCRAFT:
 Textron Aviation Model 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 ***	Terrain Awareness and Warning System (TAWS) (Including Test Mode) (Class A or B TAWS Required) (Cont'd)					
-01	Ground Proximity Warning System (Cont'd)					
-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 operating rule, and b) Alternate procedures are established and used.	
-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:
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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
-44-03	Radar Altimeter					
-01		A	1	0	(M) May be inoperative provided: a) Approach minimums or operating procedures do not require 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 use.	
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS)					
-01	TCAS					
-10		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require use.	
-20		C	-	0	(M) May be inoperative provided: a) Not required by operating rule, b) System is deactivated and secured, and c) Enroute or approach procedures do not require use.	
(Continued)						

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DATE: 02/02/2021

AIRCRAFT:
 Textron Aviation Model 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 ***	TCAS (Cont'd)					
-02	Traffic Alert Display System	C	-	0	(O) May be inoperative provided enroute or approach procedures do not require use.	
-03	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use.	
-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 operating rule may be inoperative.	

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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 use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight, and c) TCAS is considered inoperative.	
-02		D	-	0	Any in excess of those required by operating rule may be inoperative.	
-03	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by Operating Rule	A	-	0	May be inoperative provided: a) Operations do not require use, and b) Repairs are made prior to the completion of the next scheduled inspection/check of the system.	

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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
-52-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
-01		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
-02		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

AIRCRAFT:
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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
-52-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
-03 ***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
-04		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
-05 ***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
-06		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

AIRCRAFT: Textron Aviation Model 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
-52-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
-07 ***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
-08		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
-55-01 ***	Automatic Direction Finder (ADF) System	D	-	0	May be inoperative provided procedures do not require use.	
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided: a) System is not required by operating rule, and b) Operations do not require 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		

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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
-60-01 ***	Flight Management System (FMS)	C	-	0	May be inoperative provided: a) System is not required by operating rule, and b) Operations do not require use. NOTE: Enhanced function of TAWS may not be available.	
-01	Fuel Planning Function	C	-	0		
-61-01	Navigation Databases				Deleted Rev 12.	

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DATE: 02/02/2021

AIRCRAFT:
 Textron Aviation Model 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 operating rule.	
-10-01	Crew Oxygen System	B	1	0	May be inoperative provided system is not required by operating rule.	
-20-01 ***	Oxygen System (Excluding Crew)	C	1	0	May be inoperative provided system is not required by operating rule.	
-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 use.	
-30-01 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by operating rule may be inoperative or removed provided location placarding is removed or obscured.	

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DATE: 02/02/2021

AIRCRAFT:
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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 operating rule.	
-01	Elapsed Time Indicator (ETI)	C	1	0	(O) May be inoperative provided auxiliary dry air pump time is tracked by alternate means.	

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DATE: 08/20/2013

AIRCRAFT:
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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: <ol style="list-style-type: none"> a) System is drained and deactivated, b) System and area are 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		

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DATE: 08/20/2013

AIRCRAFT:
 Textron Aviation Model 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.	

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DATE: 02/04/2014

AIRCRAFT:
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TABLE KEY

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

71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Inertial Separator System	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Separator bypass doors are secured in BY-PASS, and b) Aircraft is operated in accordance with performance section of POH/AFM. 	

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DATE: 08/20/2013

AIRCRAFT:
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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.	

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TABLE KEY

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

76. Engine Controls

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.	

AIRCRAFT:
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TABLE KEY

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	G1000 Torque Indication (Legacy and NXi)	C	1	0	Digital display may be inoperative provided stand-by display functions properly.	
-12-02	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:
 Textron Aviation Model 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% 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% 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)						

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DATE: 02/02/2021

AIRCRAFT:
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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)					
-03	G1000 (867 SHP)	A	1	0	(O) May be inoperative provided: a) Starter switch is turned off when Ng obtains a minimum of 55% 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.	