



C208B MINIMUM EQUIPMENT LIST

A/C REG 5Y-SXC

SERIAL NO. 208B2372

EDITION 001

REVISION 000

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MANUAL REF: ALS/C208B/MEL

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COPY NO.

NOTICE

This manual is provided for the use and guidance of company staff in the safe and orderly performance of their duty. It contains information, instructions and procedures relative to the manner in which the operations of ALS are to be conducted. Holders of the manual must ensure that it is kept up to date, and revised in accordance with the directions provided. All relevant personnel must comply with the principles, procedures and instructions laid down in this documentation, and exercise their own best judgment where no provisions are given. Any deviation, including the reason for such deviation, must be reported to the company. No part of this manual may be reproduced, recast, reformatted or transmitted in any form by any means, electronic or mechanical, including photocopying, recording or any information storage and retrieval system, without prior written permission from:

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Edition 001

ALS LIMITED

Revision 000

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1.0 APPROVAL CERTIFICATE

This Minimum Equipment List has been prepared from the latest approved FAA Master Minimum Equipment List Revision 11 dated 02/04/2014 and incorporates all airworthiness requirements of the Kenya Civil Aviation Authority Regulation 2013.

The Minimum Equipment List has been reviewed by the Kenya Civil Aviation Authority and thereby approved for use by ALS Limited.

Amendments to this document **MUST** be approved by The Director General. This certificate unless cancelled, suspended or revoked shall continue in effect as long as the A.O.C remains valid.



KCAA Approval Stamp

Date

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1.6 PREAMBLE (Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Air operator certification and Administration Regulations 2013. The KCARs require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment. Equipment not required by the operation being conducted and equipment in excess of KCARs are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

1.6 PREAMBLE (Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by KCARs. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative. When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by KCARs. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered. Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

1.7 CONTENTS

The MEL contains only those items by Operating Regulations or those items of significance which may be inoperative prior to dispatch, provided limitations and appropriate Procedures are observed. Equipment obviously basic to airplane airworthiness, such as wings, rudders, flaps, engines, landing gear, etc. is not listed and must be operative for all flights.

It is important to note that:

ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRPLANE AND NOT INCLUDED ON THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE.

Equipment obviously not required for safe operation of the airplane such as galley equipment, passenger convenience items, etc. is not listed.

The MEL must not deviate from the aircraft flight manual limitations, emergency procedures or airworthiness directive requirements.

This MEL for Cessna 208B shall be revised for each subsequent revision of the MMEL. Mandatory amendment of the MEL will be required:

- a) When the applicable MMEL is amended so as to become more restrictive, or
- b) When required by the Kenya Civil Aviation Authority as a result of in-service experience, or
- c) When new airworthiness or operational equipment or system standard is introduced.

The creation of MEL and its up-dating to the current MMEL revisions is responsibility of the Director Of Maintenance and the Flight Operations Manager.

Up-dating of the MEL according to newly issued MMEL revisions shall be made within **60 days** from the MMEL revision issue date.

The MEL and its revisions must be approved by KCAA. A copy of the approved MEL must always be on-board the aircraft.

1.7.1 CRITERIA FOR DISPATCH

Prior to departure under the provisions of an MEL item the exact nature of the defect shall be determined and compliance with all other requirements ensured.

All necessary operational controls must be exercised to ensure that aircraft are not dispatched or flown with multiple MEL items inoperative without first determining that any interface or interrelationship between inoperative systems or components will not result in a degradation in the level of safety and/or an undue increase in crew workload.

Irrespective of the provisions of the MEL, the PIC may require a defect to be rectified after considering operational implications, multiple Unserviceabilities, and additional failure during continued operation with inoperative systems or components.

Where a PIC accepts an aircraft with an item of equipment inoperative as an MEL item, the PIC shall ensure compliance with the intent of the preamble, the definitions, conditions and limitations specified in the MEL as applicable to the inoperative item.

Before continuing a flight with a un-serviceability, which permits VFR operation only, the Meteorological conditions must be such as to permit legal VFR operation. This applies en-route and at both departure and destination airports.

The decision of the Commander of each flight to have allowable inoperative items corrected prior to a flight will take precedence over the provisions contained in the MEL. The Commander may request requirements higher than those listed, whenever according to his judgement such added equipment is essential to the safety of a particular flight under those special conditions prevailing that time. However he shall never accept lower requirements.

The MEL cannot take into account all multiple Unserviceabilities. Therefore, before dispatching an airplane with multiple MEL items inoperative, it must be assured that any interface or interrelationship between inoperative items will not result in a reduction in the level of safety and/or an undue increase in crew workload. Particularly in an environment of multiple discrepancies and specially discrepancies in related systems good judgement, based on given situation and including meteorological and Enroute conditions must be used.

1.8 MAINTENANCE ACTION

Every effort shall be taken to correct all technical defects as soon as practicable and that the airplane shall be released from maintenance only in full operational condition. The Commander must be informed by maintenance as soon as practicable should it be impossible to rectify any inoperative item prior to departure.

When it is determined that an item of equipment is inoperative, it must be reported by making an entry in the Defect Log, prior to further operation. The item must then either be repaired or rectification may be deferred per the MEL or other approved means acceptable to KCAA. When these actions are taken, an aircraft maintenance certification in Technical Log shall be carried out. Such action is required prior to operation with any item of equipment inoperative and must contain a detailed description of the inoperative item(s), special advice to the flight crew, (if necessary) and information about corrective action taken. If inadvertent operation could produce a hazard, such equipment must be rendered inoperative (physically) as given in the appropriate maintenance procedures.

The relevant operations and maintenance procedures setting out the controls to achieve the principles set out in this preamble and to ensure compliance with the conditions attaching to the MEL are contained in the ALS Maintenance Control Manual.

Whenever an airplane is released by maintenance for dispatch with items inoperative, the following is required:

1. The technical log book aboard the aircraft must contain a detailed description of the inoperative item(s),
2. special advice has to be given to the flight crew, if necessary and information about corrective action taken.
3. If accessible to the crew in flight, the control(s) and/or indicator(s) related to inoperative unit(s) or component(s) must be clearly placarded.
4. If inadvertent operation could produce any hazard such equipment must be rendered inoperative (physically) as given in the appropriate Maintenance Procedure.
5. The relevant Operational and Maintenance Procedures are contained in the AFM and Maintenance Manual.

1.9 MEL ITEM REPAIR INTERVAL EXTENSION PROGRAM

Purpose

Under certain conditions, such as a shortage of parts from manufacturers, or other unforeseen situations, Operators may be unable to comply with specified repair intervals. This may result in the grounding of aircraft.

To preclude that from happening, an MEL Item Repair Interval Extension Program has been instituted that will allow the Director of Maintenance under controlled conditions, to obtain extensions to MEL repair interval categories from KCAA.

1.10 MANUAL DISTRIBUTION LIST

A copy of this manual will be available for each person who performs or manages maintenance and flight operations activities.

The Director of maintenance is responsible for distribution of this manual, and will ensure that all holders have an updated copy.

Manual Holder Serial Number

MEL #	MANUAL HOLDER	FORMAT
001	KCAA	Printed
002	Central Library	Printed & PDF
003	Chief Executive Officer	PDF
004	Director of Maintenance	Printed
005	Director of Flight Operations	PDF
006	Technical Director	PDF
009	Director of Quality Assurance	PDF
010	Operations Manager	PDF
011	QualityControl Manager	PDF
012	Chief Engineer	PDF
014	Safety Manager	PDF
015	Chief Pilot	PDF
017	Lead Cabin Crew	PDF
101	Khartoum Operation	PDF
102	Juba Operation	PDF
103	Chad Operation	PDF
107	Lokichogio Operation	PDF
108	Maitenance Wilson	PDF
109	Stores wilson	PDF
110	Khartoum Maintenance	PDF
111	Juba Maintenance	PDF
112	Doha Maintenance	PDF
113	Kigali Maintenance	PDF
114	Chad Maintenance	PDF
101	Entebbe Station	PDF
102	Niger Maintenance	PDF
	AIRCRAFT	
10 A	5Y-SXC	Printed

1.11 SYSTEM DEFINITIONS.

1. ATA System Page. The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.

A. Item. This column depicts the equipment, system, component, or function listed in the “Item” column.

B. Repair Category. See definition #17.

C. Number Installed. This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the “-” symbol is used.

D. Number Required for Dispatch. This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the “Remarks or Exceptions” column are met. Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

E. Remarks or Exceptions. This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

F. Provisos. Provisos are indicated by a number or a lower case letter in “Remarks or Exceptions”. Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.

G. Notes. Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.

2. Airplane Flight Manual (AFM). The FAA-approved AFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term “approved flight manual” can apply to either an AFM. The FAA requires an approved flight manual for aircraft type certification.

3. Considered Inoperative. The phrase, “Considered Inoperative”, as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

4. Day of Discovery. This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.

6. Deactivated and/or Secured. When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.

7. Deleted. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

8. Excess Items. Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the KCARs.

9. Flight Day. A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.

10. Icing Conditions. An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).

11. Inoperative. A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).

12. Inoperative Components of an Inoperative System. Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MEL).

13. Is Not Used. The phrase "Is Not Used" in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item in the MMEL "is not used". In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.

14. Nonessential Equipment and Furnishings (NEF). NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

15. Operative. An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.

Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).

16. Placarding. Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.

17. Repair Category. All users of an MEL approved must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators.

A. Repair Category A. This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

B. Repair Category B. This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.

C. Repair Category C. This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.

D. Repair Category D. This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

18. Takeoff. Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.

19. Visual Flight Rules (VFR). As defined in Regulation 69-74 of the Civil Aviation (Rules of the Air) Regulations. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

20. Visual Meteorological Conditions (VMC). VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

22. (M). This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the MEL.

23. (O). This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the MEL.

AIRCRAFT: CESSNA 208B		EDITION 0 REVISION 0 DATE: 12/06/2015		PAGE NO. 21-1	
SYSTEM,SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-20-01	Cockpit Air Outlet	C	2	0	
-20-02	Cabin Air Outlet	C	11	0	
-21-01	VENT AIR Fan (Aircraft not equipped with Freon/R134A Air Conditioner)	C	2	0	
-02	PFD Fan (G1000 Only)	C	2	0	May be inoperative provided: a) GIA 1 or 2 COOLING is not displayed, b) PFD 1 or 2 COOLING is not displayed, and MFD COOLING is not displayed.
-03	MFD Fan(G1000 Only)	C	1	0	May be inoperative provided: a) GIA 1 or 2 COOLING is not displayed, b) PFD 1 or 2 COOLING is not displayed, and MFD COOLING is not displayed.
-21-04	Deck Skin Fan(G1000 Only)	C	2	1	(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 MFD COOLING is not displayed
-01		C	2	0	
-02					
-21-01	Aft/Fwd Cabin Distribution Valve				
-01		C	1	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM (Section 3) 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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SYSTEM,SEQUENCE NUMBERS & ITEM				1. REPAIR CATEGORY		
				2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS AND EXCEPTIONS		
21	AIR CONDITIONING					
-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 (Section 3) 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.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
21	AIR CONDITIONING				
-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 (Section 3) 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.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
22	AUTOFLIGHT				
-10-01	Autopilot	C	1	0	(M) May be inoperative provided: a) Autopilot is deactivated, b) Operations do not require its use, and c) Approach minimums do not require its use.
-10-02	Yaw Damper	C	1	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, and Yaw damper is deactivated.
-10-03	Autopilot/Trim Disconnect Function (Red Yoke A/P DISC TRIM INTER Button)				
-01		C	2	1	One may be inoperative provided disconnect button is operative on flying pilot side.
-02		C	2	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Electric elevator trim is considered inoperative.
-10-04	Control Wheel Steering (CWS)	C	2	0	
-10-05	Go Around Button	C	1	0	May be inoperative provided: a) Flight director is not used for takeoff or during go-around, and b) Autopilot is disconnected for go-around.
-13-01	Right Course Select Knob (CRS2) (G1000 Only)	C	1	0	NOTE: Missed approach guidance must be activated manually. May be inoperative provided procedures do not require its use.

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SYSTEM,SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-00-01	Communications System	C	2	1	Any in excess of those required by CAR 2013(I &E regulation No.22) may be inoperative provided: a) System is not powered by any aircraft emergency power system bus, and b) Emergency procedures do not require its use. May be inoperative provided procedures do not require its use.
-00-02	Flight Phone/Satcom System	D	1	0	
-01	Cockpit Handset	D	1	0	
-00-03	Control Yoke Press To Talk Switches (MIC)	C	2	0	May be inoperative provided hand microphone is operative.
-10-01	High Frequency (HF) Communications System	D	1	0	Any in excess of those required by CAR 2013(I &E regulation No.13) may be inoperative.
-01	Wire Antenna	C	1	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) communication system is considered inoperative.
-40-01 -01	Passenger Address (PA) System Passenger Configuration	C	1	0	(O) May be inoperative provided alternate normal, and emergency procedures, and/or operating restrictions are established and used. NOTE: Any function(s) that operate normally may be used.
-50-02	Flight Deck Headsets Earphone/Headphones and Boom Microphones	D	2	0	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	2	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
-20	Headset Earphones/Headphones	C	2	1	May be inoperative provided associated flight deck speaker operates normally.
-02	Active Noise Canceling/Reduction Function	D	1	0	May be inoperative provided normal audio function of headset is operative.

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SYSTEM,SEQUENCE ITEM	NUMBERS &	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-50-03	Headset Audio System	C	2	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) Affected speaker is not required for procedures, and b) Headset is used for associated inoperative speaker including during emergency procedures.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
23	COMMUNICATIONS				
-50-09	Audio Panel (GMA 1347)				
-01	Copilot Side	C	1	0	May be inoperative provided procedures do not require its use.
-02	Mic Selector (COM1 MIC, COM2 MIC, COM3 MIC, PA Button)	C	4	0	Individual selectors may be inoperative provided: a) Procedures do not require use of associated communication system, and Associated communication system is not required by CAR 2013(I &E regulation No.23 & 76) May be inoperative provided crew refers to PFD frequency boxes for active transmit frequency (shown in green).
-03	Mic Selector Annunciator (COM1 MIC, COM2 MIC, COM3 MIC)	C	3	0	
-04	Audio Selector (COM1, COM2, COM3, TEL, MUSIC, DME, NAV1, NAV2, ADF, AUX Button or Annunciator)	C	1	0	Individual selectors may be inoperative provided: a) Procedures do not require use of associated communication system, and Associated communication system is not required by CAR 2013(I &E regulation No.23 & 76)
-06	Speaker Selector (SPKR Button or Annunciator)	C	1	0	May be inoperative provided speakers are not required or used.
07	Manual Squelch Selector (MAN SQ Button or Annunciator)	C	1	0	May be inoperative provided associated squelch is acceptable to flight crew.
-08	Clearance Playback (PLAY Button)	D	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS			
-09	Intercom Selector (PILOT, COPLT Button or Annunciator)	C	2	0
-10		C	1	0
-20	(Failed with at least one station isolated)	C	1	0
-10	Volume Control (Passenger - PASS)			
-10		C	1	0
-20		C	1	0
-11	Volume/Squelch Knob	C	3	0
-60-01	Static Wicks			
-01	Left Aileron	C	4	2
-02	Right Aileron	C	4	2
-03	Left Elevator	C	4	2
-04	Right Elevator	C	4	2
-05	Rudder	C	5	2

(O) May be inoperative provided flight crew verify no stations are isolated.

May be inoperative provided aircraft is operated single pilot.

May be inoperative provided no passengers are carried.

May be inoperative provided volume is acceptable to passengers.

May be missing provided associated control is considered inoperative.

Two may be damaged or missing provided outermost wick is installed and not damaged.

Two may be damaged or missing provided outermost wick is installed and not damaged.

Two may be damaged or missing provided outermost wick is installed and not damaged.

Two may be damaged or missing provided outermost wick is installed and not damaged.

May be damaged or missing provided uppermost wick is installed and not damaged.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
24	ELECTRICAL POWER			
-10-01	Standby Alternator	B	1	0 (M) May be inoperative provided: a) System is deactivated and secured, b) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.
-39-01	Cockpit 12-Volt Direct Current Power Outlet	C	1	0 (M) May be inoperative provide system is deactivated.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/FURNISHINGS				
-10-01	Flight Crew Seat (per seat)				
-01	Seat Back Angle Adjustment	C	2	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	2	0	May be inoperative provided affected armrest is stowed in the retracted position.
-20		C	2	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	Copilot Restraint System	C	1	0	Right side may be inoperative provided seat remains unoccupied.
-10-03	Crew Seat Restraint Buckle Protective Padding	C	2	0	May be missing or inoperative.
-10-04	Flight Deck Sunvisor System	C	2	0	May be inoperative or missing provided sunvisor does not obstruct either pilot's field of vision.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/FURNISHINGS				
-20-01	Passengers Seat (Including Side Facing Seat)	D	14	0	May be inoperative provided: a) A seat with an inoperative seat belt or shoulder harness is considered inoperative, b) Seat does not block an emergency exit, c) Seat does not restrict any cabin occupant access to the aisle, and d) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near the inoperative seat(s).
-50-01	Cargo Restraint Systems	C	2	0	(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed..
-01	Cargo Barrier	C	1	0	May be missing or inoperative provided cargo is secured per the Pilots Operating Handbook section 6, Weight and Balance/Cargo Load Restraint
-02	Cargo Barrier Net	C	3	0	May be missing or inoperative provided cargo is secured per the Pilots Operating Handbook section 6, Weight and Balance/Cargo Load Restraint.
-60-01	Emergency Locator Transmitter (ELT)				
-02	Fixed ELTs	A	1	1	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
-03	Remote ELT Switch	C	1	0	(M) May be inoperative provided system is deactivated.
-60-02	Emergency Medical Equipment				
-03	First Aid Kit (FAK) and/or Associated Equipment	A	1	1	Any in excess of those required by CAR 2013(I&E Regulation 60) may be incomplete, missing or inoperative.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
26	FIRE PROTECTION				
-10-01	Engine Fire Detect Warning Horn	C	1	0	May be inoperative provided fire warning light is operative.
-22-01	Portable Fire Extinguisher	A	1	1	Any in excess of those required by CAR 2013(I&E Regulation 55) may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location and stored out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
27	FLIGHT CONTROLS				
-00-01	Trim Position Indicators (Aileron, Rudder & 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 verified using flap handle position.
-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.
-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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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
28	FUEL				
-41-01	Fuel Quantity Indicating System	A	2	1	One may be inoperative provided: <ul 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 three hours, e) If autopilot is used it must be disconnected every twenty minutes to detect any possible fuel imbalance, f) Aircraft is not operated in known, forecast, or POH/AFM (Section 3) defined icing conditions with any ice protection component inoperative, and g) Repairs are made within three flight days.
-41-02	Fuel Low Level Indicating System	B	2	1	(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Alternate procedures for fuel level monitoring are established and used, and b) Fuel quantity indicating system is operative.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
30	ICE AND RAIN PROTECTION			
-30-01	Pitot Heat			
-01	Left side	A	1	0
				(M) May be inoperative provided: a) System is deactivated, b) Aircraft is not operated in known, forecast, or POH/AFM (Section 3) defined icing conditions, and c) Repairs are made within 3 flight days.
-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 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 (Section 3) defined icing conditions, and b) Repairs are made within 3 flight days.
-40-01	Windshield Anti-Ice (Non TKS Aircraft Only)	C	1	0
				May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.

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SYSTEM,SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31	INDICATING/RECORDING				
-20-01	Clock with Sweep Second Hand or Electric Digital Clock	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means. a) May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM defined icing conditions.
-20-02	Flight Hour Meter	C	1	0	
-30-02	Engine Trend Monitoring System(Except Shadin ETM fuel flow function on STC SA02291AK)	D	1	0	
-50-05	Windshield Anti-Ice Annunciator (Non TKS Aircraft Only)	C	1	0	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
32 LANDING GEAR				
-42-01 Parking Brake	C	1	0	May be inoperative provided wheel chocks are installed when the aircraft is not in use.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
33	LIGHTS				
-10-01	Cockpit and Instrument Lighting (Excluding button lights standby flight instrument lighting and internally lighted annunciators)	C	9	0	Individual lights may be inoperative provided remaining lights are: 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 flight crewmembers eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Flight deck emergency lighting is operative. NOTE: Individual button/switch lights and/or annunciators/indications are excluded from this relief.
-10-03	Wing Courtesy Light	D	2	0	
-20-01	Cabin Interior Lighting System				
-01	Passenger Configuration	C	3	0	May be inoperative provided aircraft is not operated at night.
-02	Passenger Configuration (Excluding cabin light next to the door and emergency exit lights.)	C	14	2	(O) Individual lights may be inoperative for night operation provided: a) Sufficient lighting is operative for passenger carrying operations at night, and b) Sufficient lighting is operative for crew to perform required duties.
-03	Cargo Only Configuration	D	3	0	

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
33	LIGHTS				
-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.
-40-01	Beacon Light (Upper)	C	1	0	
-40-03	Anti-Collision Strobe Light	A	2	0	May be inoperative provided: a) All position (NAV) lights are operative during night operations, b) Flashing beacon light system is operative during night operations, and c) Repairs are made within three flight days.
-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 for night operations provided one taxi light is operative.
-03	LED Elements	C	18	6	Up to twelve elements may be inoperative NOTE: Landing Light is considered operative with the six remaining LED elements operative
-40-05	Position (Navigation) Light	C	3	0	May be inoperative provided the aircraft is not operated at night.
-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.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
-00-01	VHF Navigation Systems				
-01	VOR	C	2	1	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating rule.
-02	ILS				
-10	Localizer	C	2	1	May be inoperative provided: a) Procedures do not require its use, b) Associated glideslope is considered inoperative, and c) System is not required by operating rule.
-20	Glideslope	C	2	1	May be inoperative provided: a) Approach procedures do not require its use, and b) System is not required by operating rule.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
-14-01	Analog Airspeed Indicator				
-02	Standby	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 three flight days.
-10	G1000				
-16-01	Altitude Alerting System	C	1	0	(O) May be inoperative provided enroute operations do not require its use.
-16-02	Analog Altimeter				
-02	Standby	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 three flight days.
-10	G1000				
-16-03	Encoding Altimeter	C	2	1	May be inoperative provided No.1 ADC is serviceable
-18-01	Low Airspeed Awareness System (LAA)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or POH/AFM (Section 3) defined icing conditions.
-20-02	Nonstabilized Magnetic Compass(G1000 only)	B	1	0	May be inoperative provided any combination of three gyro or AHRS stabilized compass systems are operative.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
-10	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.
-20	B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.
-21-03 Standby Attitude Indicator -01 G1000	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 three flight days. May be inoperative provided: a) Approach procedures do not require its use, and b) Autopilot is considered inoperative.
-25-01 Flight Director	C	1	0	

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
-25-03	Copilot Side Primary Flight Display (PFD) (G1000 or STC SA02153LA-D Only)	B	1	0	May be inoperative for operations not requiring second in command.
-25-04	Radio Magnetic Indicator (RMI)	C	1	0	
-25-09	Synthetic Vision	C	1	0	May be inoperative provided procedures do not require its use.
-34-03	Marker Beacon Receiver (GMA1347)				
-01	Marker Beacon Function	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
-02	Audio Selector / Mute (MKR-MUTE Button or Annunciator)	C	1	0	May be inoperative provide procedures do not require marker audio.
-03	High Sensitivity Selector (HI SENS Button or Annunciator)	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
-42-01	Weather Radar/Thunderstorm Detection Equipment	C	1	0	May be inoperative provided system is not required by operating rule.
-44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System Class B TAWS Equipment Required				
-01	Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used b) Repairs are made within two flight days.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
-10	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-20	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
-30	Modes 2, 4 & 5	C	3	0	
-40	Advisory Callouts	C	6	0	(O) May be inoperative provided: a) Advisory callouts not required by operating rule, and b) Alternate procedures are established and used.
-45	Advisory Callouts	C	1	0	(O) May be inoperative provided a) alternate procedures are established and used and b) Advisory callouts not required by CAR 2013(I & E regulation 29)
-20	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
-02	Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
-03	Terrain Displays	C	1	0	
-04	Runway Awareness & 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.

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34	NAVIGATION			
-44-02	Radio Altimeter			
-01		A	1	0 (M) May be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) System is deactivated and secured, and c) Repairs are made within two flight days.
-02		C	1	0 May be inoperative provided approach procedures do not require its use.
-45-01	Traffic Alert and Collision Avoidance System			
-01	Traffic Alert and Collision Avoidance System (TCAS I)			
-10		A	1	1 (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
-02	Traffic Alert Display System	C	1	0 (O) May be inoperative provided enroute or approach procedures do not require its use.
-03	Audio Functions	B	1	0 May be inoperative provided enroute or approach procedures do not require use of TCAS.
-04	Airspace Selection Function	C	1	0
-51-01	Distance Measuring Equipment	D	1	0 Any in excess of those required by regulation may be inoperative.
-52-01	ATC Transponders and Automatic Altitude Reporting System			
-01		B	1	1 May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight, and c) Its used for VFR operations only

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SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) System is not required by operating rule, and b) Operations do not require its use. <p>NOTE 1: Enhanced function of TAWS may not be available.</p> <p>NOTE 2: ADS-B output may not be available.</p>
-61-01	Navigation Databases	C	3	0	<p>(O) May be out of currency provided:</p> <ul style="list-style-type: none"> a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
37 VACUUM				
-10-01 Auxiliary Dry Air Pump (Any STC installation)	C	1	0	May be inoperative provided air pump is not required by 14 CFR.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
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		4. REMARKS AND EXCEPTIONS			
52	DOORS				
-10-01	Cockpit Door Key Lock	C	2	0	May be inoperative in the unlocked position.
-10-02	Passenger Door Key Lock	C	1	0	May be inoperative in the unlocked position.
-30-01	Cargo Door Key Lock	C	1	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	4	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.

AIRCRAFT: CESSNA 208B		EDITION 0 REVISION 0 DATE: 12/06/2015		PAGE NO. 71-1
SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
71	POWERPLANT			
-60-01	Inertial Separator System	C	1	0 (M) May be inoperative provided: a) Separator bypass doors are secured in BY-PASS, and b) Aircraft is operated in accordance with performance section of POH/AFM (Section 5).

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AIRCRAFT: CESSNA 208B	EDITION 0 REVISION 0 DATE: 12/06/2015		PAGE NO. 73-1
SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		
73 ENGINE FUEL & CONTROL			
-20-04 Fuel Flow Indicator	C	1	0 May be inoperative provided the left and right fuel quantity indicators are operative.

AIRCRAFT: CESSNA 208B	EDITION 0 REVISION 0 DATE: 12/06/2015		PAGE NO. 80-1	
SYSTEM,SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
80 STARTING				
-00-01 Starter/Generator Speed Sensor -02 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 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.

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Cessna
Operational &
Maintenance
Procedures

Cessna Aircraft Company
208B



PLACARDING REQUIREMENTS

When relief is taken for an item listed in this MEL, regulations requires placarding the item or system as inoperative or missing. The following guidelines are designed to assist with placarding in operative or missing items or systems. ALS has developed alternate procedures for placarding inoperative or missing items or systems:

- a. The Deferred Defect shall also be raised in a “RED PLACARD “, if MEL/CDL/Variation Deferral Requires repetitive Maintenance Action. Affix the Placard on Red Page of ADD Log Book and affix the “INOP” Placard next to System Operation point (Switch or CB) in the Cockpit.
- b. The Deferred Defect shall also be raised in a ‘YELLOW PLACARD, if MEL/CDV/Variation Deferral Requires Additional Maintenance Action. Affix the Placard on Yellow Page of ADD Logbook and affix the “INOP” Placard next to System Operation point (Switch or CB) in the Cockpit.

Placards shall be placed above, adjacent to or on the associated/affected control (annunciator, circuit breaker, switch, button, gauge, indicator, knob or light).

Pre-manufactured “INOP” or “INOPERATIVE” placards shall be used.

For missing items or systems, the placard shall include text which specifies the component that is missing.

If the inoperative item or systems not within view of the flight crew, an additional placard shall be placed on the instrument panel in view of the flight crew. The placard shall include text which specifies the component that is inoperative.

If the relief for an item or system includes limitations on aircraft operations, an additional placard shall be placed on the instrument panel in view of the flight crew. The placard shall include text which states the limitation. If the limitation contracts a permanent placard Installed in the cockpit as a part of the certified aircraft, the placard shall be placed adjacent to the permanent placard. For example, a placard restricting Vp shall be placed near the MAX OPERATING SPEED placard.

Examples of common limitations on aircraft operations are:

- a. Flight into icing is prohibited
- b. Recency required for night operations
- c. Single pilot operations are prohibited

For indications shown on an electronic display, the placard shall be placed adjacent to or on the bezel of the display and shall include text which specifies the indication that is inoperative. The placard shall NOT be placed on the display as this shall obstruct the view of other indications in alternate or reversionary modes. This also applies to specific software functions or items within a system such as a Flight Management System (FMS) Navigation Database.

Placards installed on equipment used by cabin passengers shall include text such as “DO NOT USE “if the item or system is deactivated. Make sure the placard can be easily understood by all passengers. Consider any passengers whose primary language is not the same as placards language. Items or systems which have external access such as a baggage door or refueling panel shall include a placard on the exterior side of the door or on the interior side provided it is prominently in view when accessed. The placard shall include text specifying the item or system that is in operative and/or states limitations on aircraft operations.

Placard text shall be of appropriate size, font and colors o that it can be easily read. Placards placed on the exterior of the aircraft shall be made of materials that will not degrade or depart the aircraft, such as aerodynamic tape and permanent marker.

Placarding does NOT satisfy the requirement to make an appropriate entry in the discrepancy report for an inoperative or missing item or system.

ATA 21 Air Conditioning

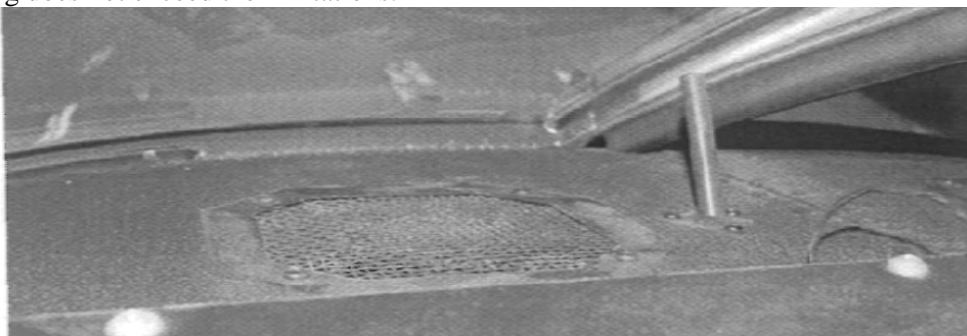
21-21-04-02 Deck skin fans G1000 only

(O) May be in operative provided:

- a. Aircraft is operated in a accordance with POH/AFM limitations,
- b. Flight planning procedures account for operational temperature limitations,
- c. GIA1 or 2 COOLING is not displayed,
- d. PFD1 or 2 COOLING is not displayed, and
- e. MFD COOLING is not displayed

OPERATIONAL PROCEDURE

- a. The flight crew must review the POW AFM for limitations associated within operative fans.
- b. Prior to operation, the flight crew must make sure that the ambient temperature for takeoff and landing does not exceed the limitations.



21-22-01-02 Aft/Fwd Cabin Distribution Valve

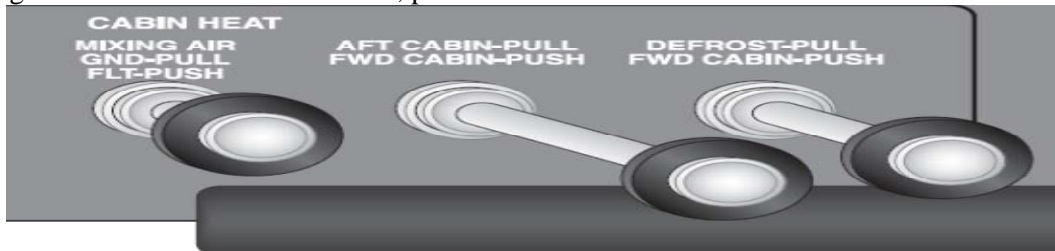
(M) May be inoperative provided valve is secured in the forward position.

NOTE: With cabin distribution valve failed and secured in the FWD position, there will be NO airflow to provide cabin heat.

MAINTENANCE PROCEDURE

Refer to the most current revision of the Cessna 208 Maintenance Manual, Chapter 21, Section 21-22-00 HEATING AND DEFROSTING AIR DISTRIBUTION – MAINTENANCE PRACTICES, for system location and access.

1. Push the Cabin Heat Selector knob to the FWD Cabin position.
2. Disconnect and stow the actuating cable and secure the Cabin Distribution valve to the forward position.
3. Position aircraft in a suitable run-up area and chock both main landing gear. Ensure propeller area is clear.
4. Using POH/AFM Normal Procedures start the engine and verify heated air coming from the FWD cabin area.
5. Using POH/AFM Normal Procedures, power down aircraft.



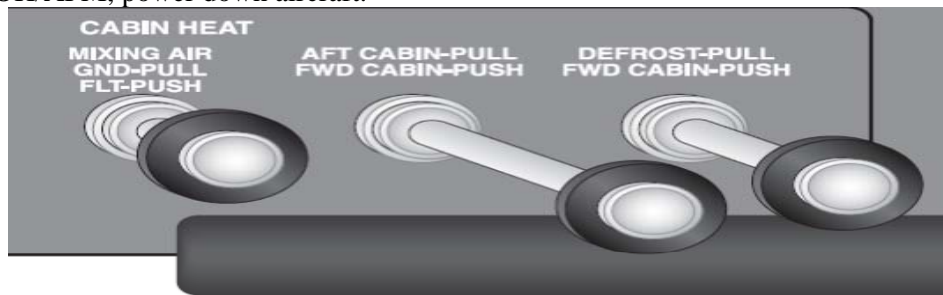
21-22-02-02 Defrost/Fwd Cabin Air Distribution Valve

(M) May be inoperative provided valve is secured in the defrost position.

MAINTENANCE PROCEDURE

Refer to the most current revision of the Cessna 208 Maintenance Manual, Chapter 21, Section 21-22-00 HEATING AND DEFROSTING AIR DISTRIBUTION – MAINTENANCE PRACTICES, for system location and access.

1. Pull the DEFROST knob to position the defrost valve to permit airflow to the defrost vents.
2. Disconnect and stow the actuating cable from the valve assembly.
3. Secure the valve to the defrost position.
4. Position the aircraft in a suitable run-up area and chock both main landing gear.
5. Using POH/AFM Normal Procedures start the engine and allow to stabilize.
6. Verify heated airflow through the defrost vents.
7. Using POH/AFM, power down aircraft.



21-41-01-02 Mixing Air Valve(Except for STC SA02291AK)

(M) May be inoperative provided system is secured in the flight mode.

MAINTENANCE PROCEDURE

1. Push the MIXING AIR knob to FLT.
2. Disconnect and stow the actuating cable and secure the mixing valve to the FLT position.
3. Position that aircraft in a suitable run-up area and chock both main landing gear.
4. Make sure the propeller area is clear.
5. Using POH/AFM, start the engine and allow to stabilize.
6. Verify heated air is coming from the cabin area.
7. Using POH/AFM, power down aircraft.



25-50-01 Air Conditioning System

(M) May be inoperative provided system is deactivated

MAINTENANCE PROCEDURE

- a. Pull and secure the **AIR COND** circuit breaker.
- b. Access the engine compartment.
- c. Disconnect, bag and stow all electrical connectors from the air conditioner compressor.
- d. Release the tension on the compressor by loosening the nut and bolt at the bottom of the support plate.
- e. Remove the clips from the turnbuckle and loosen.
- f. Remove the nut, bolt and washer from the bottom of the support plate.
- g. Remove the belt from the compressor and stow.
- h. Reinstall the support plate hardware.
- i. Adjust the turnbuckle to prevent the compressor from moving and reinstall clips



22-10-01 Autopilot

(M) May be inoperative provided:

- a) Autopilot is deactivated, and
- b) Enroute procedures and approach minimums do not require use of autopilot system.

MAINTENANCE PROCEDURE

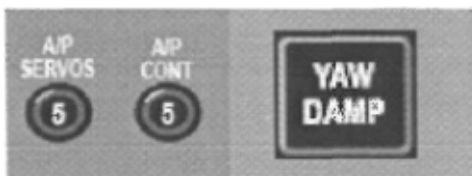
Pull and secure the appropriate autopilot circuit breaker.



22-10-02 Yaw Damper

MAINTENANCE PROCEDURE

- a. Pull and secure the appropriate autopilot circuit breaker.



23-10-01-01 High Frequency (HF) Communication System Wire Antenna

(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) communication system is considered inoperative.

MAINTENANCE PROCEDURE

- a. If damage is found during inspection, contact Cessna Customer Support Structures Team for aircraft evaluation.
- b. Remove all electrical power from the aircraft.
- c. Disconnect the HF antenna at the tension point on the vertical tail
- d. Cut the HF antenna flush with at the remaining attached points.
- e. Remove the HF antenna form the aircraft.
- f. Secure the appropriate HF system circuit breakers prior to aircraft operation

23-20-01-02 Data Link (XM Satellite Radio and Weather)

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Any functions that operates normally may be used

OPERATIONAL PROCEDURE

- a. Crew shall use other available means to obtain weather information such as HIWAS or FLIGHT WATCH as well as radar.

23-40-01-01 Passenger Address (PA) System Passenger Configuration

(O) May be inoperative provided alternate normal, and emergency procedures, and/or operating restrictions are established and used.

NOTE: Any function(s) that operate normally may be used.

OPERATIONAL PROCEDURE

1. During Normal, Abnormal and/or Emergency situations or checklists requiring use of PA system, a crew member must face the passengers from the cockpit and make the appropriate announcements/instructions for the situation.
2. A crew member must orally brief passengers on any items they would normally use the PA system to brief.

23-50-04-02 Hand Microphone Holder

(O) May be inoperative provided microphone is secured by alternate means.

OPERATIONAL PROCEDURE

Prior to flight, a member of the flight crew must make sure that the hand held microphone is secured in a manner that will not interfere with aircraft operations. One method could be to utilize the velcro strip on the control yoke (if installed).

23-50-04-02 Audio Panel (GMA340/347) Intercom Selector (PILOT, CREW Button or Annunciator) (Failed with at least one station isolated)

(O) May be inoperative provided flight crew verifies no stations are isolated.

OPERATIONAL PROCEDURE:

- a. Begin with the aircraft powered up and all avionics on.
- b. A flight crew member should be seated at each station with ahead phone on. At least one passenger should be seated in a passenger seat with a headphone on.
- c. Starting with the pilot, make an intercom transmission. Verify it can be heard by the copilot and passenger. Repeat for the copilot and passenger. Verify the other two stations can hear the transmission.
- d. If all persons can hear each transmission from each station, the intercom has failed with no stations isolated and the aircraft may be dispatched.

23-50-08-06 Audio Panel (GMA 340/347) Annunciator Test (TEST Button)

(O) May be inoperative provided:

- a. Desired annunciators are checked manually, and
- b. Marker beacon annunciators are considered inoperative.

OPERATIONAL PROCEDURE:

- a. Begin with the aircraft powered up and all avionics on.
 - b. Activate a button on the audio panel.
 - c. Verify the associated annunciator illuminates.
 - d. Repeat for each button until all are checked.
- Set the panel configuration to the desired mode(s) for flight.

23-50-09-09-10 Audio Panel (GMA 1347) Intercom Selector (PILOT,COPLT Button or Annunciator)

(O)May be inoperative provided flight crews verify no stations are isolated.

OPERATIONAL PROCEDURE

- a. Begin with the aircraft powered up and all avionics on.
- b. A flight crew member should be seated at each station with a head phone on. At least one passenger should be seated in a passenger seat with a head phone on.
- c. Starting with the pilot, make an intercom transmission. Verify it can be heard by the copilot and passenger. Repeat for the copilot and passenger. Verify the other two stations can hear the transmission.

If all persons can hear each transmission from each station, the intercom has failed with no stations isolated and the aircraft may be dispatched.

24-39-01 Cockpit 12-Volt Direct Current Power Outlet

(M) May be inoperative provide system is deactivated.

MAINTENANCE PROCEDURE

- 1) Place aux 12-volt power switch in the off position,
- 2) Disengage aux 12-volt power circuit breaker and secure.



25-10-01-02-20 Flight Crew Seat (per seat) Armrest

(M) May be inoperative provided armrest is removed.

MAINTENANCE PROCEDURE

NOTE: Refer to the appropriate Cessna Maintenance Manual and/or Interiors Manual for information of the individual aircraft installation.

Using the appropriate seat maintenance manual, remove the affected armrest and stow

25-10-01-02-20 Flight Crew Seat (per seat) Armrest

(M)May be inoperative provided armrest is removed.

MAINTENANCE PROCEDURE

NOTE: Refer to the appropriate Cessna Maintenance Manual and/or Interiors Manual for information of the individual aircraft installation.

- a. Using the appropriate seat maintenance manual, remove the affected armrest and stow

25-10-01-01 Passenger Seat(s) Armrest

(M) May be inoperative or missing and seat occupied provided:

- a. Armrest does not block an emergency exit,
- b. Armrest does not restrict any passenger from access to the main aircraft aisle, and
- c. If arm rest is missing, seat is secured in the full upright position.

<p>MAINTENANCE PROCEDURE</p> <p>NOTE: Refer to the appropriate Cessna Maintenance Manual and/or Interiors Manual for information of the individual aircraft installation.</p> <ol style="list-style-type: none"> Place the seat in the full upright position. Using the appropriate passenger seat manual, secure the in the full upright position.
<p>25-20-01-02-10 Passenger Seat(s) Seat Controls (includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel and other positioning controls)</p>
<p>(M)May be inoperative and seat occupied provided seat is secured in placarded taxi, takeoff and landing position.</p>
<p>MAINTENANCE PROCEDURE</p> <p>NOTE: Refer to the appropriate Cessna Maintenance Manual and/or Interior manual for information of the individual aircraft in station.</p> <ol style="list-style-type: none"> Place the seat in the full upright position. Using the appropriate passenger seat manual, secure in the placarded taxi, takeoff and landing position.
<p>25-50-01 Cargo Restraint System</p>
<p>(O)May be inoperative or missing provided acceptable cargo loading limits from an Approved source, i.e. an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.</p>
<p>OPERATIONAL PROCEDURE</p> <ol style="list-style-type: none"> Using the Weight and Balance section of the POH/AFM, load the aircraft according to approved loading zone and limitation data. Any affected area must not have cargo loaded in that location.
<p>25-60-01-02-10 Emergency Locator Transmitter (ELT) Fixed ELTs</p>
<p>(M) May be inoperative provided:</p> <ol style="list-style-type: none"> System is deactivated.
<p>MAINTENANCE PROCEDURE</p> <ol style="list-style-type: none"> Make sure all electrical power is removed from the aircraft. Using the most current revision of the 208 Maintenance Manual, section 25-61-00 or 25-62-00 EMERGENCY LOCATOR TRANSMITTER —MAINTENANCE PRACTICES, gain access to the ELT. Disconnect, bag and stow the associated coax cable to the remote ELT switch. Locate and position the power switch on the ELT unit (if equipped) to off. Reset the ELT to make sure that it has not been activated. Reinstall all access panels. Tune a COMM source to (ships COMM, other aircraft COMM, handheld COMM) to 121.5 and listen for an ELT signal. If fan ELT signal is heard and can be verified as originating from the affected aircraft, the ELT must be removed and deactivated in accordance with the appropriate ELT relief.
<p>25-60-01-3 Emergency Locator Transmitter (ELT) Remote ELT switch</p>
<p>(M) May be inoperative provided system is deactivated.</p>
<p>MAINTENANCE PROCEDURE</p> <ol style="list-style-type: none"> Make sure all electrical power is removed from the aircraft. Using the most current revision of the 208 Maintenance Manual, section 25-61-00 EMERGENCY LOCATOR TRANSMITTER—MAINTENANCE PRACTICES, gain access to the ELT.

- c. Disconnect, bag and stow the associated coax cable to the remote ELT switch.
- d. Reset the ELT to make sure that it has not been activated.
- e. Reinstall all access panels.
- f. Tune a COMM source to (ships COMM, other aircraft COMM, handheld COMM) to 121.5 and listen for an ENT signal. If an ELT signal is heard and can be verified as originating from the affected aircraft, the ELT must be removed and deactivated in accordance with the appropriate ELT relief.

27-00-01 Trim Tab Position Indicators (Aileron, Rudder & Elevator)

- (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.

MAINTENANCE PROCEDURE

- a. Lock all flight controls in the neutral position and determine the “zero” reference for the affected system.
- b. Using the most current revision of the 208 Maintenance Manual, check for proper rigging of the affected system.
 - a. Aileron Trim – 27-10-02 AILERON TRIM SYSTEM
 - b. Rudder Trim – 27-20-02 RUDDER TRIM
 - c. Elevator Trim – 27-30-02 ELEVATOR TRIM
- c. Note the neutral position of the affected system trim tab.
- d. Brief the flight crew aurally and visually on the correct trim tab setting
- e. Unlock the flight controls.

OPERATIONAL PROCEDURE

- a. Prior to each flight a member of the flight crew must lock the flight controls and verify that the affected system trim tab is in the neutral position.

27-31-01 Electric Elevator Trim

- (M) May be inoperative provided:
- a) System is deactivated
 - b) Manual trim is operative, and
 - c) Autopilot is considered inoperative

MAINTENANCE PROCEDURE

- a. Pull and secure the appropriate autopilot circuit breaker.
- b. Manually run the elevator trim through its full range of travel and verify there are no obstructions.



27-50-02-01 Primary Flap System Pneumatic Booted Aircraft

- 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

MAINTENANCE PROCEDURE



- 1. Using the most current revision to the 208 Maintenance Manual, section 27-50-01 FLAP SYSTEM – ADJUSTMENT/TEST, perform the Standby Flap Motor Operational Check.
- 2. Omit the procedure to re-safety wire the protective cover closed after the standby flap system has been verified operative.

27-70-01 Rudder Gust Lock

(M) May be inoperative provided gust lock is secured in the unlocked position.

MAINTENANCE PROCEDURE

- 1. Ensure the rudder gust lock is disengaged.
- 2. Remove the rudder gust lock handle and stow in the pilot/copilot door map pocket until repairs are made to correct the issue then re-install the handle.

28-41-02 Fuel Low Level Indicating System

- (O) One may be inoperative provided:
- a) Alternate procedures for fuel level monitoring are established and used,
 - 1. Deep stick/physical monitoring before take off.
 - 2. In flight – Balancing of fuel from each tank by use of fuel selectors at intervals of 20 minutes to avoid imbalance.
 - b) Fuel quantity indicating system is operative.

OPERATIONAL PROCEDURE

- 1. Prior to flight, the flight crew must review fuel imbalance limitations.
- 2. The flight crew must brief on the loss of a low fuel quantity annunciator.
- 3. During aircraft operation the fuel level must be monitored to make sure that adequate fuel is available.

30-30-01-01 Pitot Heater (Left Side)

(M) May be inoperative provided:

- a) System is deactivated
- b) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and
- c) Repairs are made within 3 flight days.

MAINTENANCE PROCEDURE

Disengage and secure the "LEFT PITOT HEAT" circuit breaker.



31-20-02 Flight Hour Meter

(O) May be inoperative provided flight time is tracked by alternate means.

OPERATIONAL PROCEDURE

1. Record all aircraft operating time. If Zulu time is not used, make sure to include the appropriate time zone for beginning and ending operations.
2. Following each operating cycle, add the time to the aircraft log for all aircraft compliance items/requirements.

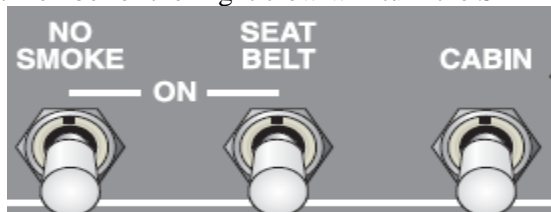
31-50-06 Door Warning Annunciator

(O) May be inoperative provided:

- a) Crew member 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, and
- 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 three flight days.

OPERATIONAL PROCEDURE

1. After all occupants have boarded the aircraft a member of the flight crew must verify all cabin doors are closed and latched.
2. A member of the flight crew must brief all occupants that the cabin doors must remain closed and latched during aircraft operation.
3. Prior to engine start, a member of the flight crew will turn the SEAT BELT switch to ON.



33-20-01-02 Cabin Interior Lighting System Passenger Configuration(Excluding cabin light next to the door and emergency exit lights.)

- (O) Individual lights may be inoperative for night operation provided:
- Sufficient lighting is operative for passenger carrying operations at night, and
 - Sufficient lighting is operative for crew to perform required duties.

OPERATIONAL PROCEDURE

- Apply electrical power to the aircraft.
- A member of the flight crew will turn on all unaffected cabin lights and verify there is sufficient light to perform any required duties.
- Remove electrical power from aircraft.

33-20-02 Lighted Passenger Information Sign(Excluding Cabin Exit Signs)

- (O) May be inoperative provided:
- Alternate procedures are established to alert cabin occupants when NO SMOKING and/or SEAT BELT are selected,
-Passenger departure briefing to include safety placards/safety briefing cards behind the seats.

OPERATIONAL PROCEDURE

A crew member shall use the PA system or turn and face the cabin occupants from the cockpit and make the appropriate announcements/instructions for the situation.

34-16-01 Altitude Alerting System

- (O) May be inoperative provided enroute operations do not require its use.

OPERATIONAL PROCEDURE

- Crew briefings must include a reminder that the Alerting System is inoperative.
- The flight crew will use aural callouts pertaining to approach target altitudes as assigned by ATC or depicted on approach charts.

34-44-01-01 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) Class B TAWS Equipment Required Ground Proximity Warning System (GPWS)

- (O) May be inoperative provided:
- Alternate procedures are established and used, and
 - Repairs are made within two flight days.

OPERATIONAL PROCEDURE

Crew briefings must include aural callouts through use of appropriate aircraft equipment to make sure obstacle and terrain clearance.

34-44-01-01-10 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) Class B TAWS Equipment Required Ground Proximity Warning System (GPWS) Modes 1 & 3

(O) May be inoperative provided:

- a) Alternate procedures are established and used, and
- b) Repairs are made within two flight days.

OPERATIONAL PROCEDURE

Crew briefings must include aural callouts through use of appropriate aircraft equipment to make sure obstacle and terrain clearance.

34-44-01-01-40 Terrain Proximity Warning System (TAWS) /Ground proximity terrain awareness warning system\Warning System (GPWS) Class B TAWS Warning System (GPWS) Class B TAWS Equipment Required Ground Proximity Warning System Advisory Callouts

(O) May be inoperative provided:

- a. Advisory call outs not required by CAR, and
- b. Alternate procedures are established and used.

OPERATIONAL PROCEDURE

NOTE: Reference FAR 91.233,FAR135.154,TSOC151b,Pilot's Guide for the GPWS

Installed in aircraft. Advisory callouts include:

- 1) Bank Angle (some systems).
- 2) **FIVE HUNDRED**
- 3) Altitude call outs intended to assist in the approach phase of flight (depending on aircraft model and version).

Advisory callouts may also be referred to as "Mode 6" or "Altitude Callouts" in the GPWS Pilots Guide. The following procedure is valid for both Advisory Callout relief provisions

Crew briefings must include aural callouts during approach through the use of appropriate aircraft equipment to make sure obstacle and terrain clearance. Briefing must include MDA or DH and a procedure for a crew member to callout 500 feet above airport elevation, plus any other agreed upon by the flight crew

34-44-01-01-45 Terrain Proximity Warning System (TAWS) /Ground proximity terrain awareness warning system (GPWS) Class B TAWS Equipment Required Ground Proximity Warning System Advisory Callouts

(O) May be inoperative provided:

- a) alternate procedures are established and used.

OPERATIONAL PROCEDURE

- a. Crew briefings must include aural callouts through use of appropriate aircraft equipment to make sure obstacle and terrain clearance.

34-44-02-01 Radio Altimeter

(M) May be inoperative provided:

- b) Approach minimums or operating procedures do not require its use,
- c) System is deactivated and secured, and
- d) Repairs are made within two flight days.

MAINTENANCE PROCEDURE

Disengage RAD ALT circuit breaker and secure.

**34-45-01-01-10 Traffic Alert and Collision Avoidance System (TCAS I)**

(M) May be inoperative provided:

- a) System is deactivated and secured, and
- b) Enroute or approach procedures do not require its use.

34-45-01-20 Traffic Alert and Collision Avoidance System (TCAS I)

(M) May be inoperative provided:

- a) Not required by KCARs,
- b) System is deactivated and secured, and
- c) Enroute or approach procedures do not require its use.

34-45-01-02 Traffic Alert and Collision Avoidance System (TCAS I) Traffic Alert (TA) Display System(s)

(O) May be inoperative provided enroute or approach procedures do not require its use.

34-61-02 Navigation Databases

(O) May be out of currency provided:

- a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch,
- b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and
- c) Approach Navigation Radios are manually tuned and identified.

OPERATIONAL PROCEDURE

The navigation database can only be used for enroute and terminal navigation when out of currency. Before using the FMS to navigate to a facility, verify the status, identifier, frequency and lat/long position with an alternate, current source of information. Refer to the applicable Airplane Flight Manual supplement for additional information

71-60-01 Inertial Separator System

(M) May be inoperative provided:

- a) Separator bypass doors are secured in BY-PASS, and
- b) Aircraft is operated in accordance with performance section of POH/AFM.

MAINTENANCE PROCEDURE

1. Access the engine compartment.
2. In the cockpit, pull the INERTIAL SEPARATOR handle to the BYPASS position.
3. In the engine compartment, disconnect the inertial separator tube assembly from the lever actuator on the firewall to the inertial separator bellcrank.
4. Stow the tube assembly.
5. In the cockpit, return the INERTIAL SEPARATOR handle to the NORMAL position.
6. Safety wire the inertial separator bellcrank to the lever actuator.

80-00-01-01 Starter/Generator Speed Sensor(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.



OPERATIONAL PROCEDURE

Log each start cycle for all aircraft compliance items/requirements.