

MANDATORY**CAL-25-03****TITLE**

EQUIPMENT/FURNISHINGS - INSPECTION OF THE INERTIAL REEL ON THE CREW SEATS

EFFECTIVITY

| MODEL | SERIAL NUMBERS |
|-------|--|
| 208 | 20800001 thru 20800680 that have inertia reel with a manufacture date of May 2021 thru July 2021 |
| 208B | 208B0001 thru 208B5647 that have inertia reel with a manufacture date of May 2021 thru July 2021 |

SPARES: Also affected are any inertia reels in spares stock with a manufacture date of May 2021 thru July 2021, or if manufacture date is unknown.

REASON

To inspect for possible faulty inertia reels on the crew seats.

NOTE: The restraint systems contain an Emergency Locking Retractor (ELR), commonly called an inertia reel. Recent field data has produced a single incident where an ELR's locking mechanism did not perform normally. This was detected on a new restraint prior to installation. The manufacture has identified the non-conforming component within the ELR that caused the condition. Some restraint systems contain an ELR with a component from the same lot and need to be replaced.

DESCRIPTION

This service document provides parts and instructions to inspect the TSO Tag for the crew seat inertia reels for specific manufacture dates and remove for repair if necessary.

COMPLIANCE

MANDATORY. This service document must be accomplished at the next 100-hour or 12-month (annual-type) inspection, whichever occurs first.

A service document published by Textron Aviation may be recorded as *completed* in an aircraft log only when the following requirements are satisfied:

- 1) The mechanic must complete all of the instructions in the service document, including the intent therein.
- 2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
- 3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
- 4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the *Effectivity* section of the document.
- 5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

December 12, 2023

CAL-25-03
Page 1 of 5

Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277, U.S.A. 1-316-517-5800

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MANDATORY**CAL-25-03**

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

CONSUMABLE MATERIAL

No specialized consumable materials are required to complete this service document.

TOOLING

No specialized tooling is required to complete this service document.

REFERENCES

Cessna Model 208 Series Maintenance Manual

PUBLICATIONS AFFECTED

None

ACCOMPLISHMENT INSTRUCTIONS

1. Prepare the airplane for maintenance.
 - A. Make sure that the airplane is electrically grounded.
 - B. Make sure that all switches are in the OFF/NORM position.
 - C. Disconnect electrical power from the airplane.
 - (1) Disconnect external electrical power.
 - (2) Disconnect the airplane battery.
 - D. Attach maintenance warning tags to the battery and external power receptacle that have **"DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS"** written on them.
2. Remove the crew seat back upholstery sufficiently to gain access to inertia reel. (Refer to the Model 208 Series Maintenance Manual, Chapter 25, Flight Compartment - Maintenance Practices, Seat Belt and Shoulder Harness Removal/Installation.)
3. (Refer to Figure 1.) Fully extend the belt webbing from the inertia reel until the TSO tag is visible.
4. (Refer to Figure 1.) Look at the TSO Tag affected manufacture dates as follows:
 - A. Examine all seat inertial reels.

NOTE: The affected inertia reels can be identified by the data on the TSO tag. TSO tags are located on each part of the restraint system. On the lap portions, they are sewn to the webbing near the end fittings. On the shoulder harness, the webbing must be fully extended from the retractor and the tag will be sewn to the webbing where it enters the retractor spindle. The restraints that are affected by this service letter have a manufacture date of May 2021 through July 2021.

NOTE: Figure 1 shows an example of a TSO tag with a manufacture date of 6/28/17. This example TSO tag is an unaffected assembly because it was manufactured prior to May 2021.

- (1) If the all inertia reels have a manufacture date prior to May 2021 or after July 221, do the steps that follow:
 - (a) Install and secure any removed or loosened upholstery for each seat.
 - (b) Go to Step 5.

- (2) If any of the inertia reels have a manufacture date of May 2021 thru July 2021, do the steps that follow for the affected assembly:
 - (a) Remove the applicable inertia reel and harness assembly. (Refer to the Model 208 Series Maintenance Manual, Chapter 25, Flight Compartment - Maintenance Practices, Seat Belt and Shoulder Harness Removal/Installation.)
 - 1 Remove bolts and nuts attaching inertia reel to seat back frame and remove inertia reel.
 - a Discard the self locking nuts and keep the bolts.
 - 2 Return the removed inertial reel and harness assembly to Textron Aviation Parts Distribution Repair Team. (Refer to the Material Information Section for additional instructions.)
 - (b) Install the repaired inertia reel to the seat back frame with kept bolt and new lock nuts. (Refer to the Model 208 Series Maintenance Manual, Chapter 25, Flight Compartment - Maintenance Practices, Seat Belt and Shoulder Harness Removal/Installation.)
 - 1 Install and secure any removed or loosened upholstery for each seat.
 - 2 Return the seat to the correct position for use.
5. Remove the maintenance warning tags and connect the airplane battery.
6. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

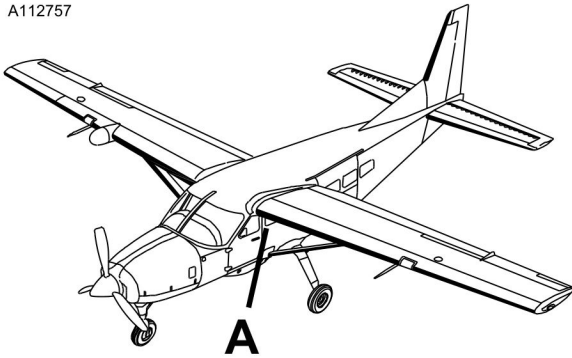
NOTE: Textron Aviation recommends that compliance with all service documents is reported to a maintenance tracking system provider.

- Complete a record of compliance. (Maintenance Transaction Report, Log Book Entry, or other record of compliance.)
- Put a copy of the completed record of compliance in the airplane logbook.
- Send a copy of the completed record of compliance to the maintenance tracking system provider used.

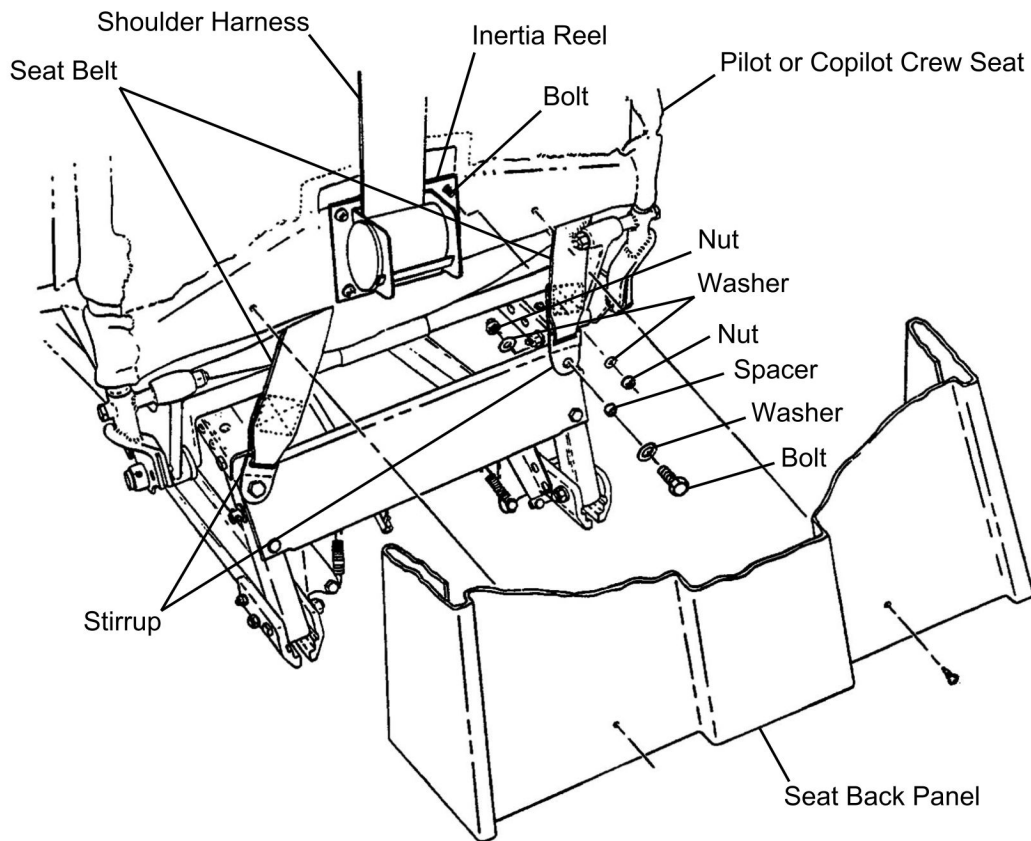
MANDATORY

CAL-25-03

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Example of Label for Shoulder Harness Webbing



DETAIL A

Crew Seat, Typical Installation

Figure 1. Inertial Reel Inspection (Sheet 1)

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MANDATORY**CAL-25-03****MATERIAL INFORMATION**

If necessary, order the parts below in the necessary quantity to complete this service document.

| NEW P/N | QUANTITY | KEY WORD | OLD P/N | INSTRUCTIONS/ DISPOSITION |
|----------------|-----------------|-------------------|----------------|--------------------------------------|
| AB-CES29 | As Required | Restraint | | Return to Textron Aviation |
| MS21044N3 | As Required | Nut, Self Locking | | 4 per restraint |

Contact the Textron Aviation Parts Distribution Repair Team to schedule your unit at citationrepair@txtav.com available 8:00 - 4:30 CST weekdays. Advance notification and coordination is required for Textron Aviation Parts Distribution Repair Team to effectively schedule units, ship to supplier and arrange return. A Customer Repair Request Form is available online at ww2.txtav.com/Parts that is required to ship with every repair. The expected turn time for the supplier supporting this service document is 2 days.

TITLE

EQUIPMENT/FURNISHINGS - INSPECTION OF THE INERTIAL REEL ON THE CREW SEATS

TO:

Cessna Model 208 and 208B Aircraft Owner

REASON

To inspect for possible faulty inertia reels on the crew seats.

NOTE: The restraint systems contain an Emergency Locking Retractor (ELR), commonly called an inertia reel. Recent field data has produced a single incident where an ELR's locking mechanism did not perform normally. This was detected on a new restraint prior to installation. The manufacture has identified the non-conforming component within the ELR that caused the condition. Some restraint systems contain an ELR with a component from the same lot and need to be replaced.

COMPLIANCE

MANDATORY. This service document must be accomplished at the next 100-hour or 12-month (annual-type) inspection, whichever occurs first.

LABOR HOURS

| WORK PHASE | LABOR-HOURS |
|--------------|--------------|
| Modification | 0.5 per seat |

MATERIAL AVAILABILITY

| PART NUMBER | AVAILABILITY | COST |
|-------------|--------------|------|
| AB-CES29REP | * | * |
| MS21044N3 | * | * |

Contact the Textron Aviation Parts Distribution Repair Team to schedule your unit at citationrepair@txtav.com available 8:00 - 4:30 CST weekdays. Advance notification and coordination is required for Textron Aviation Parts Distribution Repair Team to effectively schedule units, ship to supplier and arrange return. A Customer Repair Request Form is available online at ww2.txtav.com/Parts that is required to ship with every repair. The expected turn time for the supplier supporting this service document is 2 days.

WARRANTY

This service document is *mandatory*. Eligible airplanes may qualify for parts and labor coverage to the extent noted in the *Labor Hours* and *Material Availability* sections of this document.

December 12, 2023

CAL-25-03
Page 1 of 2

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Eligibility: Airplanes identified within the serial number effectivity of this service document must have active Airframe warranty coverage on the original issue date of this document and the coverage must be active on the day the work is accomplished.

Parts Coverage: Textron Aviation-owned and Textron Aviation-authorized Service Facilities, operators, or other maintenance facilities may submit a claim for the parts required to accomplish this service document as defined in the *Material Availability* section of this document.

Labor Coverage: Textron Aviation-owned and Textron Aviation-authorized Service Facilities rated to perform maintenance on the specific model of Cessna Aircraft may submit a claim for the labor necessary to accomplish this service document as defined in the *Labor Hours* section of this document.

Credit Application: After this service document has been accomplished, a claim must be submitted to Textron Aviation within 30 days of the service document completion. Claims for compliance of this service document are to be filed as a W4 type claim.

Please submit your claim form online at ww2.txtav.com/Parts or email the completed Textron Aviation Claim Form to warranty@txtav.com. If submitted on-line a Return Authorization will be provided. If a paper claim is submitted your claim will be entered into the system and a Return Authorization will be sent to you.

The Return Authorization must accompany any required return parts (see *Material Availability*), to the point of purchase.

Parts to be returned to Textron Aviation Parts Distribution should be forwarded to:

TEXTRON AVIATION INC
CORE RETURNS
BLDG P43 DOCK R5
7123 SW BLVD
Wichita, KS 67215

Expiration: December 12, 2025 (after this date the owner/operator assumes the responsibility for compliance costs)

Textron Aviation reserves the right to void continued airplane warranty coverage for the parts affected by this service document until the service document is accomplished.

NOTE: As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the Customer Access link at support.txtav.com to register.