DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A37CE
Revision 23
Textron Aviation Inc.
208
208B
January 5, 2022

TYPE CERTIFICATE DATA SHEET NO. A37CE

This data sheet which is part of Type Certificate No. A37CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder	Textron Aviation Inc. One Cessna Boulevard Wichita, Kansas 67215
Type Certificate Holder Record	Cessna Aircraft Company transferred to Textron Aviation Inc. on July 29, 2015

I. Model 208, Caravan, 11 PCLM (Normal Category), Approved October 23, 1984; Model 208, Caravan, 11 PCSM (Normal Category), Approved March 26, 1986

Engine [Applicable to S/N 20800001 through 20800276] (600 SHP)
Pratt & Whitney of Canada Ltd., PT6A-114 Turbo Prop
Pratt & Whitney of Canada Ltd., PT6A-114A Turbo Prop
(When operated to PT6A-114 operating limitations)

Engine [Applicable to S/N 20800277 and On] (675 SHP)
Pratt & Whitney of Canada Ltd., PT6A-114A Turbo Prop

Fuel: Aviation turbine fuel Jet A, Jet A-1, Jet B, JP-1, JP-4, JP-5 or JP-8. For required use of anti-icing additives and emergency use of aviation gasoline, refer to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

Engine Limits [Applicable to S/N 20800001 through 20800276]
P&W PT6A-114 or PT6A-114A when operated to PT6A-114 operating limits

	Shaft Horsepower	NG Gas Generator Speed (% rpm)	Indicator Torque (ft.-lbs.)	Prop Shaft Speed (rpm)	Maximum Permissible Interturbine Temp. (°C)
Takeoff static & max. continuous	600 (1)	101.6	1658	1900	805
Maximum climb	600 (1)	101.6	1658/1970(2)	1900	765
Maximum cruise	600 (1)	101.6	1658/1970(2)	1900	740
Idle	-	52 min.	-	-	685
Starting (2 sec.)	-	-	-	-	1090
Max. reverse (1 min.)	600 (1)	101.6	1658	1825	805
Transient (2 sec.)	-	102.6	2200	2090	850

I. Model 208, Caravan (cont'd)

Engine Limits [Applicable to S/N 20800277 and On]

P&W PT6A-114A

	Shaft Horsepower	NG Gas Generator Speed (% rpm)	Indicator Torque (ft.-lbs.)	Prop Shaft Speed (rpm)	Maximum Permissible Interturbine Temp. (°C)
Takeoff static & max. continuous	675 (1)	101.6	1865	1900	805
Maximum climb	675 (1)	101.6	1865/1970(2)	1900	765
Maximum cruise	675 (1)	101.6	1865/1970(2)	1900	740
Idle	-	52 min.	-	-	685
Starting (2 sec.)	-	-	-	-	1090
Max. reverse (1 min.)	675 (1)	101.6	1865	1825	805
Transient (2 sec.)	-	102.6	2200	2090	850

(1) Flat Rated:
The engines may produce more power than that for which the airplane has been certificated. Under these conditions, the stated torque, ITT, or Ng limitations shall not be exceeded.

(2) If maximum torque is used, propeller r.p.m. must be set so as not to exceed power limitations.

Propeller and Propeller Limits [Applicable to S/N 20800001 through 20800276] (600 SHP)

Hartzell composite three-bladed, constant speed, full-feathering, reversible Model: HC-B3MN3/M10083
Diameter: Maximum 100 inches, minimum 100 inches, no cutoff approved
Pitch at 42-inch station:

Low pitch (Beta pickup)	9°
Feathered	78.4°
Maximum Reverse	-18°

Propeller and Propeller Limits [Applicable to S/N 20800001 and On and all TKS equipped aircraft] (675 SHP)

McCauley aluminum three-bladed, constant speed, full-feathering, reversible model: 3GFR34C703/106GA-0
Diameter: Maximum 106 inches, minimum 104 inches (2-inch cutoff on diameter allowed)
Pitch at 30-inch station:

Low pitch (Beta pickup)	+15.6°
Feathered	+88°
Maximum Reverse	-14°

*Airspeed Limits S/N 20800001 through 20800060

V_{MO} (Max Operating)	175 KIAS
V_A (Maneuvering) at 7300 lbs.	148 KIAS

See POH/AFM for variations with weight and altitude.
V_{FE} (Flaps extended)

To 10°	175 KIAS
10° to 20°	150 KIAS
20° to 30°	125 KIAS

*Airspeed Limits S/N 20800061 and On

V_{MO} (Max Operating)	175 KIAS
V_A (Maneuvering) at 8000 lbs.	150 KIAS

See POH/AFM for variations with weight and altitude.
V_{FE} (Flaps extended)

To 10°	175 KIAS
10° to 20°	150 KIAS
20° to 30°	125 KIAS

I. Model 208, Caravan (cont'd)

*Airspeed Limits	V_{MO} (Max Operating)	175 KIAS
Amphibian	V_A (Maneuvering) at 7600 lbs.	141 KIAS
S/N 20800014 and On	See POH/AFM for variations with weight and altitude.	
	V_{FE} (Flaps extended)	
	To 10°	175 KIAS
	10° to 20°	150 KIAS
	20° to 30°	125 KIAS
C.G. Range	Takeoff and flight	
S/N 20800001 and On	(+174.06) to (+184.35) at 8000 lbs.	
	(+162.41) to (+184.35) at 4200 lbs.	
	Straight line variation between points given	
	Landing	
	(+173.44) to (+184.35) at 7800 lbs.	
	(+162.41) to (+184.35) at 4200 lbs.	
	Straight line variation between points given	
C.G. Range	Takeoff and flight	
Amphibian	(+172.83) to (+182.68) at 7600 lbs.	
S/N 20800014 and On	(+165.47) to (+182.68) at 5200 lbs.	
	Straight line variation between points given	
	Landing	
	(+171.91) to (+182.68) at 7300 lbs.	
	(+165.47) to (+182.68) at 5200 lbs.	
	Straight line variation between points given	
Empty Wt. C.G. Range	None	
Maximum Weight	8000 lb. takeoff and flight	
S/N 20800001 and On	7800 lb. landing	
	8035 lb. ramp	
Maximum Weight	7600 lb. takeoff and flight	
Amphibian	7300 lb. landing	
S/N 20800014 and On	7635 lb. ramp	
No. of Seats	1 through 2 (at +133.5 to +146.5) Pilot Seat Locations. 3 through 11 refer to current Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for passenger seating arrangements.	
Maximum Baggage	Reference weight and balance data	
Fuel Capacity	335 gal. (332 gal. usable), two 167.5 gal. tanks in wings at +183.8 See NOTE 1 for data on unusable fuel.	
Oil Capacity	3.5 gal. total, 2.37 gal. usable in engine mounted tank at +69.2	
Maximum Operating Altitude	30,000 ft. - Landplane 600 SHP; 25,000 ft. - Landplane 675 SHP 20,000 ft. - Amphibian and Landplane Flight into Known Icing	

I. Model 208, Caravan (cont'd)

Control Surface Movements

Wing flaps 0° ±1° Up, 10° +1° -2° Down, 20° ±2° Down, 30° +1° -2° Down

LH & RH Flap Extension to be symmetric within 1/2° at all positions

Main surfaces

Ailerons	Up	25° +4° -0°	Down	16° +1° -0°
Spoiler	Up	40° ±5°	Down	0° +0° -5°
Elevator	Up	25° ±2°	Down	20° ±2°
Elevator (w/TKS fairing)	Up	18° ±1°	Down	20° ±2°
Rudder (Landplane)	Right	25° ±2°	Left	25° ±2°
(Amphibian)	Right	23° +2°, -0°	Left	23° +2°, -0°

(Measured perpendicular to hinge line)

Tabs (main surfaces in neutral)

Aileron (RH)	Up	15° ±2°	Down	15° ±2°
Elevator	Up	15° ±2°	Down	15° ±2°

Tabs servo actions

Aileron (RH) (tab adjusted to neutral)
50% of aileron travel ±1° Up and Down
Aileron (LH) 50% of aileron travel ±1° Up and Down

Serial Nos. Eligible

20800001 and On - Landplane
20800014 and On - Amphibian with Wipline Model 8000 Amphibious/Seaplane Floats.

II. Model 208B, Caravan, 2 PCLM (Normal Category), Approved October 9, 1986
Model 208B, Caravan, 11 PCLM (Normal Category), Approved December 13, 1989

Engine

Pratt & Whitney of Canada Ltd., PT6A-114 Turbo Prop, S/N 208B0001 through S/N 208B0178 and 208B0180 through 208B0229, and as modified by SK208-84 (600 SHP)

Pratt & Whitney of Canada Ltd., PT6A-114A Turbo Prop,
(a) S/N 208B0001 through S/N 208B0178 and 208B0180 through 208B0229, as modified by SK208-84 when operated to PT6A-114 operating limits (600 SHP)
(b) S/N 208B0179, S/N 208B0230 through 208B4999, as modified by SK208-80 (675 SHP)

Fuel

Aviation turbine fuel Jet A, Jet A-1, Jet B, JP-1, JP-4, JP-5 or JP-8. For required use of anti-icing additives and emergency use of aviation gasoline, refer to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

Engine Limits

P&W PT6A-114 or PT6A-114A when operated to PT6A-114 operating limits

	Shaft Horsepower	NG Gas Generator Speed (% rpm)	Indicator Torque (ft.-lbs.)	Prop Shaft Speed (rpm)	Maximum Permissible Interturbine Temp. (°C)
Takeoff static & max. continuous	600 (1)	101.6	1658	1900	805
Maximum climb	600 (1)	101.6	1658/1970(2)	1900	765
Maximum cruise	600 (1)	101.6	1658/1970(2)	1900	740
Idle	-	52 min.	-	-	685
Starting (2 sec.)	-	-	-	-	1090
Max. reverse (1 min.)	600 (1)	101.6	1658	1825	805
Transient (2 sec.)	-	102.6	2200	2090	850

II. Model 208B, Caravan (cont'd)

Engine Limits (cont'd) PT6A-114A (675 hp)

	Shaft Horsepower	NG Gas Generator Speed (% rpm)	Indicator Torque (ft.-lbs.)	Prop Shaft Speed (rpm)	Maximum Permissible Interturbine Temp. (°C)
Takeoff static & max. continuous	675 (1)	101.6	1865	1900	805
Maximum climb	675 (1)	101.6	1865/1970(2)	1900	765
Maximum cruise	675 (1)	101.6	1865/1970(2)	1900	740
Idle	-	52 min.	-	-	685
Starting (2 sec.)	-	-	-	-	1090
Max. reverse (1 min.)	675 (1)	101.6	1865	1825	805
Transient (2 sec.)	-	102.6	2200	2090	850

(1) Flat Rated:
The engines may produce more power than that for which the airplane has been certificated. Under these conditions, the stated torque, ITT, or Ng limitations shall not be exceeded.

(2) If maximum torque is used, propeller r.p.m. must be set so as not to exceed power limitations.

Propeller and Propeller Limits

Hartzell composite three-bladed, constant speed, full-feathering, reversible.
Model: HC-B3MN3/M10083
Diameter: Maximum 100 inches, minimum 100 inches, no cutoff approved
Pitch at 42-inch station:

Low pitch (Beta pickup)	9°
Feathered	78.4°
Maximum Reverse	-18°

McCauley aluminum three-bladed, constant speed, full-feathering, reversible.
Note: All aircraft equipped with TKS anti-ice system must use this prop.
Model: 3GFR34C703/106GA-0
Diameter: Maximum 106 inches, minimum 104 inches (2-inch cutoff on diameter allowed)
Pitch at 30-inch station:

Low pitch (Beta pickup)	+15.6°
Feathered	+88°
Maximum Reverse	-14°

*Airspeed Limits

V_{MO} (Max Operating)	175 KIAS
V_A (Maneuvering) at 8750 lbs.	148 KIAS

See POH/AFM for variations with weight and altitude.
V_{FE} (Flaps extended)

To 10°	175 KIAS
10° to 20°	150 KIAS
20° to 30°	125 KIAS

C.G. Range

Takeoff and flight
(+199.15) to (+204.35) at 8750 lbs.
(+193.37) to (+204.35) at 8000 lbs.
(+179.60) to (+204.35) at 5500 lbs.
Straight line variation between points given

Landing
(+197.22) to (+204.35) at 8500 lbs.
(+193.37) to (+204.35) at 8000 lbs.
(+179.60) to (+204.35) at 5500 lbs.
Straight line variation between points given

Empty Wt. C.G. Range None

II. Model 208B, Caravan (cont'd)

Maximum Weight	8750 lb. takeoff and flight 8500 lb. landing 8785 lb. ramp For Flight Into Known Icing: With PT6A-114 engine and PT6A-114A when operated to PT6A-114 operating limits 8000 lb. takeoff and flight - cargo pod installed 8450 lb. takeoff and flight - cargo pod removed With PT6A-114A (675 hp.) engine 8550 lb. takeoff and flight - cargo pod installed 8750 lb. takeoff and flight - cargo pod removed With PT6A-114A (675 hp.) engine and TKS Anti-ice System installed 8750 lb. takeoff and flight
No. of Seats	1 through 2 (at +133.5 to +146.5) Pilot Seat Locations for Cargo and Passenger Versions. 3 through 11 refer to POH for passenger seat locations Passenger Version only.
Maximum Baggage	Reference weight and balance data
Fuel Capacity	335 gal. (332 gal. usable), two 167.5 gal. tanks in wings at +203.8 See NOTE 1 for data on unusable fuel.
Oil Capacity	3.5 gal. total, 2.37 gal. usable in engine mounted tank at +69.2
Maximum Operating Altitude	25,000 ft. 20,000 ft. for Flight Into Known Icing
Control Surface Movements	Wing flaps 0° ±1° Up, 10° +1° -2° Down, 20° ±2° Down, 30° +1° -2° Down LH & RH Flap Extension to be symmetric within 1/2° at all positions Main surfaces Ailerons Up 25° +4° -0° Down 16° +1° -0° Spoiler Up 40° ±5° Down 0° +0° -5° Elevator Up 25° ±2° Down 20° ±2° Elevator (w/TKS fairing) Up 22° +1° -0° Down 20° ±2° Rudder Right 25° ±2° Left 25° ±2° (Measured perpendicular to hinge line) Tabs (main surfaces in neutral) Aileron (RH) Up 15° ±2° Down 15° ±2° Elevator Up 15° ±2° Down 15° ±2° Tabs servo actions Aileron (RH) (tab adjusted to neutral) 50% of aileron travel ±1° Up and Down Aileron (LH) 50% of aileron travel ±1° Up and Down
Serial Nos. Eligible	208B0001 through 208B2196 and 208B2198 through 208B4999

III. Model 208B, Caravan, 2 PCLM or 11 PCLM (Normal Category), Approved December 21, 2012, for S/N 208B2197 and 208B5000 and On (This series differs from the basic Model 208B (Item II) by installation of a PT6A-140 engine, increase in gross weight, and other changes)

Engine

Pratt & Whitney of Canada Ltd., PT6A-140 Turbo Prop, S/N 208B2197 and 208B5000 and On (867 SHP)

Fuel

Refer to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for approved aviation turbine fuels.

Engine Limits

P&WC PT6A-140

	Shaft Horsepower	NG Gas Generator Speed (% rpm)	Indicator Torque (ft.-lbs.)	Prop Shaft Speed (rpm)	Maximum Permissible Interturbine Temp. (°C)
Takeoff static & max. continuous	867 (1)	103.7	2397	1900	850
Maximum climb	867 (1)	103.7	2397	1900	825
Maximum cruise	867 (1)	103.7	2397	1900	805
Idle	-	55 min.	-	-	700
Starting (2 sec.)	-	-	-	-	1090
Max. reverse (1 min.)	867 (1)	103.7	2500	1825	850
Transient (20 sec.)	-	105.4	2600	2090(2)	905

(1) Flat Rated:
The engines may produce more power than that for which the airplane has been certificated. Under these conditions, the stated torque, ITT, or Ng limitations shall not be exceeded.

(2) 2090 RPM NP may be employed in an emergency condition to complete a flight, and may be employed at all ratings. Not limited to 20 seconds.

Propeller and Propeller Limits

Hartzell Aluminum three-bladed, constant speed, full-feathering, reversible
Model: HC-B3TN-3AF/T10890CN-2 or HC-B3TN-3AF/T10890CN(B)-2
Diameter: Maximum 106 inches, minimum 104 inches, no cutoff approved
Pitch at 42-inch station:

Low pitch (Beta pickup)	8.5°
Feathered	78.4°
Maximum Reverse	-21°

*Airspeed Limits

V_{MO} (Max Operating)	175 KIAS
V_A (Maneuvering) at 8807 lbs.	148 KIAS

See POH/AFM for variations with weight and altitude.

V_{FE} (Flaps extended)	
UP – TO/APR	150 KIAS
TO/APR – LAND	125 KIAS

C.G. Range (With and without Cargo pod)

Takeoff and flight
(+199.15) to (+204.35) at 8807 lbs.
(+193.37) to (+204.35) at 8000 lbs.
(+185.00) to (+204.35) at 6500 lbs.
Straight line variation between points given

Landing
(+197.22) to (+204.35) at 8500 lbs.
(+193.37) to (+204.35) at 8000 lbs.
(+185.00) to (+204.35) at 5500 lbs.
Straight line variation between points given

III. Model 208B, Caravan, S/N 208B2197 and 208B5000 and On (cont'd)

C.G. Range (With TKS Fairing	Takeoff and flight (+199.15) to (+204.35) at 8750 lbs. (+193.37) to (+204.35) at 8000 lbs. (+185.00) to (+204.35) at 5500 lbs. Straight line variation between points given Landing (+197.22) to (+204.35) at 8500 lbs. (+193.37) to (+204.35) at 8000 lbs. (+185.00) to (+204.35) at 5500 lbs. Straight line variation between points given
Empty Wt. C.G. Range	None
Maximum Weight	8807 lb. takeoff and flight (with or without cargo pod) 8750 lb. takeoff and flight (TKS fairing) 8500 lb. landing 8842 lb. ramp 8785 lb. ramp (TKS fairing) For Flight Into Known Icing (w/TKS): 208B with cargo pod; 8807 lb. takeoff and flight 208B with fairing; 8750 lb. takeoff and flight
No. of Seats	1 through 2 (at +133.5 to +146.5) Pilot Seat Locations for Cargo and Passenger Versions. 3 through 11 refer to POH for passenger seat locations Passenger Version only.
Maximum Baggage	Reference weight and balance data
Fuel Capacity	339.1 gal. (335.3 gal. usable), two 167.5 gal. tanks in wings at +203.8 See NOTE 1 for data on unusable fuel.
Oil Capacity	2.36 gal. total, 0.98 gal. usable in engine mounted tank at +69.2
Maximum Operating Altitude	25,000 ft. 20,000 ft. for Flight into Known Icing
Control Surface Movements	Wing flaps 0° +1° Up, 15° +1° -2° for TO/APR, 30° +1° -2° Land, LH & RH Flap Extension to be symmetric within 1/2° at all positions Main surfaces Ailerons Up 25° +4° -0° Down 16° +1° -0° Spoiler Up 40° ±5° Down 0° +0° -5° Elevator Up 24° +0° -1° Down 20° ±2° Elevator (w/TKS fairing) Up 22° +1° -0° Down 20° ±2° Rudder Right 25° ±2° Left 25° ±2° (Measured perpendicular to hinge line) Tabs (main surfaces in neutral) Aileron (RH) Up 15° ±2° Down 15° ±2° Elevator Up 15° ±2° Down 15° ±2° Tabs servo actions Aileron (RH) (tab adjusted to neutral) 50% of aileron travel ±1° Up and Down Aileron (LH) 50% of aileron travel ±1° Up and Down
Serial Nos. Eligible	208B2197 and 208B5000 and On

Data Pertinent to All Models

Datum	100.00 in. forward of center of nose gear jack point (Landplane). 100.00 in. forward of front face of firewall (Amphibian).
Leveling Means	Two jig located nutplates and screws installed on left side of fuselage below side windows and forward of cargo door.

Certification Basis: Applies to Models 208 and 208B when equipped with PW PT6A-114 engine and Hartzell propeller:

(1) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-12.
(2) FAR Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 23-1 through 23-28.
(3) SFAR 27 effective February 1, 1974, as amended by Amendments 27-1 through 27-4.
(4) Equivalent Level of Safety applicable to Model 208 and 208B not equipped with the Garmin G1000 Integrated Cockpit System:
  (a) FAR 23.955(f)(2), Fuel System.
(5) Special Conditions as follows:
  (a) 23-ACE-3: Dynamic Evaluation, Engine Installation.

Certification Basis: Applies to the following:

(a) Models 208 and 208B when equipped with P&WC PT6A-114 engine and McCauley propeller; and
(b) Model 208B when equipped with P&WC PT6A-114A engine and either McCauley or Hartzell propeller; and
(c) Model 208 when equipped with P&WC PT6A-114A engine and McCauley propeller:

(1) FAR Part 36 effective December 1, 1969, as amended by Amendments 36-1 through 36-18.
(2) FAR Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 23-1 through 23-28.
(3) SFAR 27 effective February 1, 1974, as amended by Amendments 27-1 through 27-4.
(4) Equivalent Level of Safety applicable to Model 208 and 208B not equipped with the Garmin G1000 Integrated Cockpit System:
  (a) FAR 23.955(f)(2), Fuel System.
(5) Special Conditions as follows:
  (a) 23-ACE-3; Dynamic Evaluation, Engine Installation.
(6) Addition of CFR 23.1459 for FDR and 23.1457 for CVR, Amendment 23-25. Effective for serials 2080356 and on and 208B0932 and on.

Certification Basis: Applies to G1000 Model 208B S/N 208B2197, 208B5000 and On equipped with P&WC PT6A-140 (867 SHP) engine and Hartzell propeller:

(1) CFR Part 36 (Acoustics) effective December 1, 1969, as amended by Amendments 36-1 through 36-28.
(2) CFR Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 23-1 through 23-28 with additions for the Garmin G1000 and P&WC PT6A-140 engine.
(3) CFR Part 34 (Emissions) of the Federal Aviation Regulations effective August 10, 1990, original.
(4) Special Conditions as follows:
  (a) 23-ACE-3: Dynamic Evaluation, Engine Installation.

Additions for the Garmin G1000 Integrated Cockpit System (ICS) applicable to the following Serial Numbers:
2080416, -0500 and On
208B1190, -1216, -2000 through -2196, and -2198 through -4999
208B2197 and -5000 and On equipped with P&WC PT6A-140 (867 SHP) Engine.

Original paragraphs amended by 23-1 through 23-28 and addressed during the G1000 certification are included:

14 CFR 23 regulations as amended by Amendment N/C:
14 CFR 23.303, 23.305(a)(b), 23.307(a), 23.601, 23.609, 23.671(a), 23.1367, 23.1381.

14 CFR 23 regulations as amended by Amendment 23-7:
14 CFR 23.561(e), 23.611, 23.689(a), 23.867(a)(b).

Data Pertinent to All Models (cont'd)

14 CFR 23 regulations as amended by Amendment 23-13:
14 CFR 23.1589.

14 CFR 23 regulations as amended by Amendment 23-14:
14 CFR electrical aspects of 23.1365(a)(b), 23.1419(b)(c), 23.771(a).

14 CFR 23 regulations as amended by Amendment 23-17:
14 CFR 23.607, 23.685(a), and electrical aspects of 23.1309(a)(1)(2)(c), 23.1165(b)(c).

14 CFR 23 regulations as amended by Amendment 23-20:
14 CFR 23.1301, 23.1327, 23.1335, 23.1547(b)(e), electrical aspects of 23.1351(a-e), and electrical aspects of 23.1361(a)(b)(c).

14 CFR 23 regulations as amended by Amendment 23-21:
14 CFR 23.1501, 23.1541(a)(1)(2)(b)(1)(2), 23.1353(g).

14 CFR 23 regulations as amended by Amendment 23-23:
14 CFR 23.603(a)(b), 23.605.

14 CFR 23 regulations as amended by Amendment 23-26:
14 CFR 23.1529.

14 CFR 23 regulations as amended by Amendment 23-28:
14 CFR 23.301(a)(d).

14 CFR 23 regulations as amended by Amendment 23-34:
14 CFR 23.853(e), 23.1523, 23.1581(a)(b)(d), 23.1583(a)(1)(b)(h), and 23.1585(a).

14 CFR 23 regulations as amended by Amendment 23-35:
14 CFR 23.1459 and 23.1457.

14 CFR 23 regulations as amended by Amendment 23-43:
14 CFR 23.1322, 23.1331, and 23.1357(a-e).

14 CFR 23 regulations as amended by Amendment 23-45:
14 CFR 23.773(a)(1)(2), 23.1525, and, 23.1549.

14 CFR 23 regulations as amended by Amendment 23-49:
14 CFR 23.677(d), 23.1303(a)(b)(c)(d)(e)(1)(f), avionic aspects of 23.1309(a)(1)(2)(b)(1)(2)(3)(4)(c)(1)(2)(iii)(3)(d)(e)(f)(1), 23.1311, 23.1321(a)(c)(d)(e), 23.1323(a)(b)(1)(2)(c), 23.1329, 23.1351(c)(4)(d)(1), 23.1361(c), 23.1365(a)(b)(d)(e), 23.1431(a)(b)(d)(e).

14 CFR 23 regulations as amended by Amendment 23-50:
14 CFR 23.1325(a)(b)(1)(i)(ii)(iii)(b)(2)(i)(3)(c)(1)(2)(d)(e), 23.1543(b)(c), 23.1553, 23.1545(a)(b)(4)(d), 23.1555(a)(b), 23.1567(a).

14 CFR 23 regulations as amended by Amendment 23-51:
14 CFR 23.777(a)(b), 23.955(a)(1)(2)(f), 23.959, 23.1337(a)(1)(2)(b)(1)(4)(c)(d), 23.1183, 23.1203(b)(c)(d)(e).

14 CFR 23 regulations as amended by Amendment 23-52:
14 CFR 23.1305(a)(1)(2)(3)(5)(c)(1-10)(e)

14 CFR 23 regulations as amended by Amendment 23-53:
14 CFR 23.901(a)(b)

14 CFR 23 regulations as amended by Amendment 23-57:
14 CFR 23.1308

Data Pertinent to All Models (cont'd)

Additions for Model 208B equipped with Garmin G1000 and P&WC PT6A-140 Engine:

14 CFR 23 regulations as amended by Amendment 23-51:
14 CFR 23.955(a)(4)(b), 23.1203(a)(1), 23.1337(a)(3).

14 CFR 23 regulations as amended by Amendment 23-52:
14 CFR 23.1305(a)(4)

Equivalent Level of Safety as follows:

(1) Applicable to Model 208 and 208B equipped with the Garmin G1000 Integrated Cockpit System:
   (a) 23.1305 Powerplant instruments – (c)(2)(5), Amendment 52.
   (b) 23.1549 Powerplant and auxiliary power unit instruments – (a) through (c), Amendment 45, additionally, with guidance from AC 23.1311-1B, Installation of Electronic Display (Section 9 – Powerplant Displays), Section 9.4 Direct-Reading Alphanumeric-Only Displays.
(2) Applicable to Model 208 with the Garmin G1000 and 208B with or without Garmin G1000 and equipped with the optional TKS ice protection system:
   (a) 23.207 Stall Warning – (c) Amendment 7.
(3) Applicable to Model 208B equipped with P&WC PT6A-140 Engine:
   (a) 23.145 Longitudinal Control. Amendment 17.

Compliance with ice protection has been demonstrated in accordance with § 23.1419 when ice protection equipment is installed in accordance with the airplane equipment list and is operated per the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

Application for type certificate dated June 2, 1982. Type Certificate No. A37CE issued October 23, 1984, obtained by the manufacturer under delegation option provisions of Part 21 of the Federal Aviation Regulations.

Production Basis — Production Certificate No. 4. Delegation Option Manufacturer No. CE-1 (2080001 through 20800246, 208B0001 through 208B0501) and CE-3 (20800247 and On, 208B0502 and On, *except the serial numbers listed below), authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.

*Serial numbers 208B5230, 208B5247, 208B5267 and 208B5270 were manufactured under Type Certificate A37CE and authorized to issue airworthiness certificate after the FAA inspection and flight test with the provision of 14 CFR 21.183(b).

Equipment — The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. This equipment must include a current Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. Verify from aircraft records whether or not SK 208-52 "Wing Take External Sump Installation" has been installed. The certified empty weight and corresponding center of gravity location must include full oil of 29 lbs. (at +69.2), and unusable fuel as follows:

Model	Serial Effectivity Modification	Unusable Fuels lbs @ c. g.
208	20800001 through 20800130 *NOT* modified with SK208-52	20.1 @ +185.7
208	20800001 through 20800130 modified with SK208-52	24.1 @ +186.4
208	20800131 and On	24.1 @ +186.4
208B	208B0001 through 208B0089 *NOT* modified with SK208-52	20.1 @ +205.7
208B	208B0001 through 208B0089 modified with SK208-52	24.1 @ +206.4
208B	20800090 and On	24.1 @ +206.4

NOTE 2. Airplanes must be operated according to the FAA Approved Airplane Flight Manual (AFM) Part Number as listed in the table below (or later FAA approved revision). All placards required by either the AFM, the applicable operating rules, or the certification basis, must be installed as specified for this Type Certificate via Parts List xxxxxxx, Airplane Assembly. A useful placarding reference is the Textron Aviation Illustrated Parts Catalogue (IPC). Any discrepancies identified between the IPC and an aircraft under inspection needs to be reconciled using the previously stated parts list.

Model	Cessna AFM/POH Part Numbers	Airplane Assembly
208 [600 SHP] (00001 – 00276) 00001 – 00060 modified by SK208-12 or SK208-85	D1307-34-13PH*	2600000
208 [675 SHP] 20800277 – 20800415, 20800417 - 20800499	D1352-7-13PH*	2600000
208 [675 SHP] 20800416, 20800500 – On	208PHBUS-04**	2600000
208B [600 SHP] 208B0001 – 208B0178 and 208B0180 – 208B0229 not modified by SK208-80 208B0179, 208B0230 and On modified by SK208-84	D1309-29-13PH*	2600000
208B [675 SHP] 208B0179, 208B0230 and On and 208B0001 - 208B0178 and 208B0180 - 208B0229 modified by SK208-80	D1329-23-13PH*	2600000
208B [675 SHP] 208B01190, 208B01216, 208B02000 and On	208BPHBUS-02**	2600000
208B [867 SHP] 208B2197, 2085000 and On	208BPHDUS-03**	2600867
208B [867 SHP] 208B2197, 2085000 and On	208BPHCUS-03**	2600867

Model 208 airplanes modified in accordance with SK-208-12 should use Cessna P/N D1307-34-13PH (or later FAA Approved revision).

*The revision level is incorporated into the number (e.g. D1307-XX-13PH where XX is the revision level)
**The revision level is incorporated into the number (e.g. 208PHBUS-XX where XX is the revision level)

NOTE 3. Airplanes 20800001 through 20800060 are eligible for operation at the same weight and C.G. approved for S/N 20800061 and On when modified in accordance with SK-208-12 or SK-208-85A “208A to 208 Caravan I Cargo Configuration Conversion”.

NOTE 4. Mandatory inspection times for all wing and wing carry through structural components are contained in the Model 208 Series Maintenance Manual.

NOTE 5. In addition to the placards required by NOTE 2 above, the prescribed operating limitations indicated by an asterisk (*) must also be displayed as permanent markings.

NOTE 6. Special Ferry Flight Authorization. Flight Standards District Offices are authorized to issue special overweight ferry flight authorizations. These airplanes are structurally satisfactory for ferry flight if maintained within the following limits: (1) Takeoff weight must not exceed the maximum certified takeoff weight multiplied by a gross weight increase factor up to 1.3 (e.g. 8,000 x 1.3 = 10,400 lb); (2) the Maximum Operating Airspeed (V_{MO}) must be divided by the same gross weight increase factor (e.g. V_{MO} = 175 ÷ 1.3 = 135 KIAS); (3) Forward and aft center of gravity limits may not be exceeded: and (4) Structural load factors of +2.5 g. to -1.0 g. may not be exceeded. This determination is based upon the production configuration of the airplane and does not account for modifications, such as STCs, that may have affected the gross weight of the airplane. The excess weight authorized is limited to the additional fuel, fuel-carrying tanks, and navigational equipment necessary for the flight. Requirements for any additional engine oil should be established in accordance with Advisory Circular AC 23.1011-1. Increased stall speeds and reduced climb performances should be expected for the increased weights. Flight characteristics and performance at the increase weights have not been evaluated. Procedures for issuing a Flight Permit for operations of overweight aircraft may be found in Advisory Circular AC 21-4.

NOTE 7. The following serials are manufactured under the name Cessna Aircraft Company:
208: 20800001 thru 20800572
208B: 208B0001 thru 208B5208 and 208B5210 thru 208B5223.

NOTE 8. Company name change effective on 7/29/15. The following serial numbers are manufactured under the name Textron Aviation Inc.:
208: 20800573 and On
208B: 208B5209, 208B5224 and On.

--- END ---