

型号认可数据单

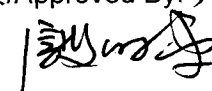
THE VALIDATION DATA SHEET

编号/No: VTC015A

版次/Revision: 1

型号/Type:
Cessna 208, 208B

批准人/Approved By: >



日期/Data: 2010-2-9

本数据单是型号认可证（编号：VTC015A）的组成部分，它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is part of Validation of Type Certificate(No: VTC015A), prescribes condition and limitation under which the product for which the type certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

型号认可证持有人/Validation of Type Certificate Holder:

The Cessna Aircraft Company

P.O.Box 7704 Wichita, Kansas 67277

有效页清单/List of effective pages:

页数/Pages	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
版次/Revision	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
页数/Pages	17	18	19	20	21	22	23	24								
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208/208B

I. 概述/General

1. CAAC 认可数据单和型号合格证数据单 CAAC Validation Data Sheet and Type Certificate Data Sheet		
	中国民用航空局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	编号/Number: VTC015A 版次/ Revision: 1 日期/Date: 2010-2-9	编号/Number: A37CE 版次/ Revision: 15 日期/Date: August 19, 2009
历史 History	编号/Number:	
	版次/ Revision:	
	日期/Date:	

2. 类别/Category: 正常类航空器/ Normal Category

3. 认可当局/Validation Authority: 中国民用航空局/CAAC

审定当局/Certifying Authority: 美国联邦航空局/FAA

4. FAA 合格证

型号合格证 Type Certificate Number: A37CE

型号合格证持有人/Type Certificate Holder: The Cessna Aircraft Company

P.O.Box 7704 Wichita Kansas 67277

5. 申请 CAAC 认可审定的日期 19 NOV 1992

Date of Application for CAAC Validation:

6. CAAC 型号认可日期 05 APR 1993

CAAC Validation Date:

II. CAAC 附加技术条件/CAAC additional technical conditions

1 CCAR21.29, Amendment Level: R3

2 环保标准/Environmental Standards Noise: CCAR-36-R1, dated 15 April 2007

3 用于告知乘客或地面救援人员舱门位置和打开方法的标记标牌必须满足中文要求

All literal markings and placards on an airplane used for indicating passengers or outboard rescue personnel of the location of doors and their means of opening must be at least in Chinese language.

4 燃油符合中国航空燃油 3 号喷气燃料 (GB -6537-2006);

Fuel conforms to China Aviation No.3 JET FUEL (PRC National Standard GB-6537-2006) ;

5 进口要求/Import Requirements

为具备在中国运行的资格，按本型号认可证制造的每架航空器必须具有一份出口适航证，其上签注有出口国适航当局的审定声明（用英文），即：本架航空器符合 CAAC 所批准的型号设计(VTC0207A)并处于可安全运行的状态。To be considered eligible for operation in China, each aircraft manufactured under this Validation of Type Certificate must be accompanied by a certificate of airworthiness for export endorsed by FAA or FAA_authorized person which states (in English language): This aircraft conforms to its CAAC type design (VTC0207A) and is in a condition for safe operation .

6 产品有效性/Series Nos. Eligible (Note 1)

对于申请 CAAC 审定的每一架飞机，其出口适航证都必须由 FAA 按上述“进口要求”予以签注。A FAA Certificate of Airworthiness for export endorsed as noted below under “Import Requirements” must be submitted for each individual airplane for which application for the CAAC certification.

7 资料批准/Service Information

CAAC 接受的服务通告、结构修理手册、航空器飞行手册、供应商手册和航空器维护手册等使用维护资料应经 FAA 批准，FAA 的这些批准代表了 CAAC 的批准，且仅限于本型号设计。

Service bulletins, structural repair manuals, aircraft flight manuals, vender manuals, and aircraft maintenance manuals which contain a statement that the document is FAA approved, are accepted by the CAAC and are considered CAAC-approved. These approvals pertain to the type design only.

第 2 部分
SECTION 2

型号 208, Caravan, 11 PCLM(正常类), 1984 年 10 月 23 日获 FAA 批准。CAAC 于 1993 年 4 月 5 日认可。
Model 208, Caravan 11 PCLM(Normal Category), Approved October 23, 1984 by FAA. Validated April 5, 1993 by CAAC.

型号 208, Caravan, 11PCSM(正常类), 1986 年 3 月 26 日获 FAA 批准, CAAC 于 1993 年 4 月 5 日认可
Model208, Caravan 11 PCSM(Normal Category), Approved March 26, 1986 by FAA. Validated April 5,1993 by CAAC.

发动机[S/N 20800001 至 20800276 适用]	Canada 公司的 Pratt & Whitney PT6A-114 涡轮 Canada 公司的 Pratt & Whitney PT6A-114A 涡轮 (在 PT6A-114 环境限制内运行)
Engine[Applicable to S/N 20800001 through 20800276]	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)
发动机[S/N 20800277 以上适用] Engine[Applicable to S/N 20800277 and UP]	Canada 公司的 Pratt & Whitney PT6A-114A 涡轮 Pratt & Whitney of Canada Ltd, PT6A-114A Turbo Prop
燃油	航空涡轮燃料 Jet A, Jet A-1, Jet B, JP-1, JP-4, JP-5 或 JP-8。 防冰 添加剂和应急航空汽油的使用需求, 参考飞行员操作手册和 FAA 批准的飞行手册。
Fuel	二号喷气燃料(GB-6537-2006) 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. No.3 JET(GB-6537-2006)

发动机限制: [S/N 20800001 至 S/N 208000276]

P&W PT6A-114 或 PT6A-114A(在 PT6A-114 环境限制内运行时)					
	轴马力	NG 燃气涡轮 转速(% rpm)	指示转矩 (ft.-lbs.)	螺旋桨轴转速 (rpm)	最大许用涡轮间 温度(℃)
起飞静态及最大连续	600 ⁽¹⁾	101.6	1658	1900	805
最大爬升	600 ⁽¹⁾	101.6	1658/1970 ⁽²⁾	1900	765
最大巡航	600 ⁽¹⁾	101.6	1658/1970 ⁽²⁾	1900	740
慢车	-	52min	-	-	685
启动瞬间 (2 秒)	-	-	-	-	1090
最大反桨(1 分钟)	600 ⁽¹⁾	101.6	1658	1825	805
瞬变 (2 秒)	-	102.6	2200	2090	850

Engine Limits: [Applicable to S/N 20800001 through S/N 208000276]

P&W PT6A-114 orPT6A-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 Inter turbine 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	-	52min	-	-	685
Starting (2sec)	-	-	-	-	1090
Max. reverse(1min)	600 ⁽¹⁾	101.6	1658	1825	805
Transient (2sec)	-	102.6	2200	2090	850

发动机限制: [S/N 208000277 及以上]

PT6A-114A

	轴马力	NG 燃气涡轮 转速(% rpm)	指示转矩 (ft.-lbs.)	螺旋桨轴转速 (rpm)	最大许用涡轮间 温度(°C)
起飞静态及最大连续	675 ⁽¹⁾	101.6	1865	1900	805
最大爬升	675 ⁽¹⁾	101.6	1865/1970 ⁽²⁾	1900	765
最大巡航	675 ⁽¹⁾	101.6	1865/1970 ⁽²⁾	1900	740
慢车	-	52min	-	-	685
启动瞬间 (2 秒)	-	-	-	-	1090
最大反桨(1 分钟)	675 ⁽¹⁾	101.6	1865	1825	805
瞬变 (2 秒)	-	102.6	2200	2090	850

Engine Limits: [Applicable to S/N 208000001 through S/N 208000276]

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 Inter turbine 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	-	52min	-	-	685
Starting (2sec)	-	-	-	-	1090
Max. reverse(1min)	675 ⁽¹⁾	101.6	1865	1825	805
Transient (2sec)	-	102.6	2200	2090	850

(1) Flat Rated:

发动机可能产生超出飞机审定时的功率，在此情况下对应的扭矩不应超出 ITT 或 Ng 的限制。

(2) 如果使用最大扭矩，则必须设置螺旋桨转速以防止超出功率限制。

(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.

螺旋桨和螺旋桨限制 [S/N 20800001 至 S/N 20800276]

Hartzell 公司 HC-B3MN3/M10083 复合三片桨叶螺旋桨, 恒速, 全顺桨及可逆模式。

直径: 最大 100 英寸, 最小 100 英寸, 不允许修剪。

在 42 英寸站位的桨距设置:

低桨距(Beta pickup)	9°
顺桨	78.4°
最大反桨	-18°

Propeller and Propeller Limits [Applicable to S/N 20800001 through 20800276]

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°

螺旋桨和螺旋桨限制 [20800001 以上, 所有配备 TKS 的飞机]

McCauley 公司 3GFR34C703/106GA-0 铝制三片桨叶螺旋桨, 恒速, 全顺桨及可逆模式。

直径: 最大 106 英寸, 最小 104 英寸 (允许有 2 英寸的修剪)。

在 42 英寸站位的桨距设置:

低桨距(Beta pickup)	+15.6°
顺桨	+88°
最大反桨	-14°

Propeller and Propeller Limits [Applicable to S/N 20800001 and UP and all TKS equipped aircraft]

McCauley aluminum three-bladed, constant speed, full-feathering, reversible Model:

3GFR34C703/106GA-0

Diameter: Maximum 106 inches, minimum 104 inches (2-inch cutoff diameter allowed)

Pitch at 30-inch station:

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

V_{MO}(最大使用速度) 175KIAS

7300lbs 下的 V_A(机动速度) 148KIAS

各种重量和高度下的值参考 POH/AFM

*空速限制:

S/N 20800001 至 20800060

V_{FE}(襟翼放下)

10° 以下 175KIAS

10° - 20° 150KIAS

20° - 30° 125KIAS

*Airspeed Limits

S/N 20800061 through 20800060

V_{MO}(Max Operating) 175KIAS

V_A(Maneuvering) at 7300 lbs. 148KIAS

See POH/AFM for variations with weight and altitude.

	V _{FE} (Flaps extended)	
	To 10°	175KIAS
	10° - 20°	150KIAS
	20° - 30°	125KIAS
*空速限制: S/N 20800061 及以上	V _{MO} (最大使用速度)	175KIAS
	7300lbs 下的 V _A (机动速度)	150KIAS
	各种重量和高度下的值参考 POH/AFM	
	V _{FE} (襟翼放下)	
	10° 以下	175KIAS
	10° - 20°	150KIAS
	20° - 30°	125KIAS
	V _{MO} (Max Operating)	175KIAS
	V _A (Maneuvering) at 7300 lbs.	150KIAS
	See POH/AFM for variations with weight and altitude.	
*Airspeed Limits S/N 20800061 and Up	V _{FE} (Flaps extended)	
	10° 以下	175KIAS
	10° - 20°	150KIAS
	20° - 30°	125KIAS
*空速限制: 水陆两用类 S/N 20800014 及以上	V _{MO} (最大使用速度)	175KIAS
	7300lbs 下的 V _A (机动速度)	141KIAS
	各种重量和高度下的值参考 POH/AFM	
	V _{FE} (襟翼放下)	
	10° 以下	175KIAS
	10° - 20°	150KIAS
	20° - 30°	125KIAS
	V _{MO} (Max Operating)	175KIAS
	V _A (Maneuvering) at 7300 lbs.	141KIAS
	See POH/AFM for variations with weight and altitude.	
*Airspeed Limits Amphibian S/N 20800014 and Up	V _{FE} (Flaps extended)	
	10° 以下	175KIAS
	10° - 20°	150KIAS
	20° - 30°	125KIAS
重心	起飞、飞行、着陆	
S/N 20800001 through 20800060	7300lbs: (+171.91) – (+182.68)	
	4200lbs: (+162.41) – (+182.68)	
	给定两点间线性变化	
C.G. Range	Takeoff, flight, and landing	
S/N 20800001 through 20800060	(+171.91) – (+182.68) at 7300 lbs	
	(+162.41) – (+182.68) at 4200 lbs	
	Straight line variation between points given	

重心
S/N 20800061 及以上

起飞、飞行
8000lbs: $(+174.06) - (+184.35)$
4200lbs: $(+162.41) - (+184.35)$
给定两点间线性变化

着陆
7800lbs: $(+173.44) - (+184.35)$
4200lbs: $(+162.41) - (+184.35)$
给定两点间线性变化

C.G. Range
S/N 20800061 and Up

Takeoff, flight
 $(+174.06) - (+184.35)$ at 8000 lbs
 $(+162.41) - (+184.35)$ at 4200 lbs
Straight line variation between points given

Landing
 $(+173.44) - (+184.35)$ at 7800 lbs
 $(+162.41) - (+184.35)$ at 4200 lbs
Straight line variation between points given

重心
水陆两用型
S/N 20800014 及以上

起飞、飞行
7600lbs: $(+172.83) - (+182.68)$
5200lbs: $(+165.47) - (+182.68)$
给定两点间线性变化

着陆
7300lbs: $(+171.91) - (+182.68)$
5200lbs: $(+165.47) - (+182.68)$
给定两点间线性变化

C.G. Range
Amphibian
S/N 20800014 and Up

Takeoff, flight
 $(+172.83) - (+182.68)$ at 7600 lbs
 $(+165.47) - (+182.68)$ at 5200 lbs
Straight line variation between points given

Landing
 $(+171.91) - (+182.68)$ at 7300 lbs
 $(+165.47) - (+182.68)$ at 5200 lbs
Straight line variation between points given

空机重心范围

无

Empty Wt G.G. Range	None
最大重量 S/N 2080001 至 20800060 Maximum Weight S/N 2080001 through 20800060	起飞、飞行、着陆： 7300 lb. 机坪： 7335 lb. 7300 lb. takeoff, flight, and landing 7335 lb. ramp
最大重量 S/N 20800061 and Up Maximum Weight S/N 20800061 and Up	起飞、飞行： 8 000 lb. 着陆： 780 0 lb. 机坪： 803 5 lb. 8000 lb. takeoff and flight 7800 lb. landing 8035 lb. ramp
最大重量 水陆两用型 S/N 20800014 及以上 Maximum Weight Amphibian S/N 20800014 and Up	起飞、飞行： 7 600 lb. 着陆： 730 0 lb. 机坪： 763 5 lb. 7600 lb. takeoff and flight 7300 lb. landing 7635 lb. ramp
座位数 No. of Seats	1 -2 (+133.5 – 146.5) 飞行员座椅 3 – 11 参考最新的飞行员操作手册和 FAA 批准的飞行手册中关于乘客座椅的排列说明 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.
最大行李载重 Maximum Baggage	参考重量和平衡数据 Reference weight and balance data
燃油容量 Fuel Capacity	335 gal. (可用 332 gal.), 左右机翼各一个167.5 gal油箱, 力臂 +183.8 不可用燃油数据见注1 335 gal. (332 gal. usable), two 167.5 gal. tanks in wings at +183.8 See NOTE 1 for data on unusable fuel.
滑油容量 Oil Capacity	共3.5 gal. 发动机挂载油箱中2.37 gal. 可用, 力臂+69.2 3.5 gal. total, 2.37 gal. usable in engine mounted tank at +69.2
最大使用高度 Maximum Operating Altitude	陆地型： 30,000 ft 水陆型及在已知结冰条件下飞行： 20,000ft 30,000 ft. - Landplane 20,000 ft. – Amphibian and Flight into known Icing

操纵面使用范围	襟翼		上: $0^{\circ} \pm 1^{\circ}$ Up, 下: $10^{\circ} + 1^{\circ} - 2^{\circ}$, 下: $20^{\circ} \pm 2^{\circ}$, 下: $30^{\circ} + 1^{\circ} - 2^{\circ}$
	左右襟翼对称展开, 任意位置下度数误差小于 $1/2^{\circ}$		
	主翼面		
	副翼	上 $25^{\circ} + 4^{\circ} - 0^{\circ}$	下 $16^{\circ} + 1^{\circ} - 0^{\circ}$
	扰流板	上 $40^{\circ} \pm 5^{\circ}$	下 $0^{\circ} 0^{\circ} - 5^{\circ}$
	升降舵	上 $25^{\circ} \pm 2^{\circ}$	下 $20^{\circ} \pm 2^{\circ}$
	方向舵 (陆地型)	右 $25^{\circ} \pm 2^{\circ}$	左 $25^{\circ} \pm 2^{\circ}$
	(水陆型)	右 $23^{\circ} + 2^{\circ}, -0^{\circ}$	左 $23^{\circ} + 2^{\circ}, -0^{\circ}$
	(垂直于铰链线测量)		
	调整片 (主翼面中立)		
	副翼 (右)	上 $15^{\circ} \pm 2^{\circ}$	下 $15^{\circ} \pm 2^{\circ}$
	升降舵	上 $15^{\circ} \pm 2^{\circ}$	下 $15^{\circ} \pm 2^{\circ}$
	调整片伺服动作		
	副翼 (右) (调整片调整至中立位置)		
	50%副翼锁, 上下 $\pm 1^{\circ}$		
	副翼 (左) 50%副翼锁, 上下 $\pm 1^{\circ}$		
Control Surface Movements	Wing flaps		$0^{\circ} \pm 1^{\circ}$ Up, $10^{\circ} + 1^{\circ} - 2^{\circ}$ Down, $20^{\circ} \pm 2^{\circ}$ Down, $30^{\circ} + 1^{\circ} - 2^{\circ}$ Down
	LH & RH Flap Extension to be symmetric within $1/2^{\circ}$ at all positions		
	Main surfaces		
	Ailerons	Up $25^{\circ} + 4^{\circ} - 0^{\circ}$	Down $16^{\circ} + 1^{\circ} - 0^{\circ}$
	Spoiler	Up $40^{\circ} \pm 5^{\circ}$	Down $0^{\circ} 0^{\circ} - 5^{\circ}$
	Elevator	Up $25^{\circ} \pm 2^{\circ}$	Down $20^{\circ} \pm 2^{\circ}$
	Rudder (Landplane)	Right $25^{\circ} \pm 2^{\circ}$	Left $25^{\circ} \pm 2^{\circ}$
	(Amphibian)	Right $23^{\circ} + 2^{\circ}, -0^{\circ}$	Left $23^{\circ} + 2^{\circ}, -0^{\circ}$
	(Measured perpendicular to hinge line)		
	Tabs (main surfaces in neutral)		
	Aileron (RH)	Up $15^{\circ} \pm 2^{\circ}$	Down $15^{\circ} \pm 2^{\circ}$
	Elevator	Up $15^{\circ} \pm 2^{\circ}$	Down $15^{\circ} \pm 2^{\circ}$
	Tabs servo actions		
	Aileron (RH) (tab adjusted to neutral)		
	50% of aileron travel $\pm 1^{\circ}$ Up and Down		
	Aileron (LH) 50% of aileron travel $\pm 1^{\circ}$ Up and Down		
有效序列号	陆地型 – 20800001 及以上		
	带有 Wipline Model 8000 两栖/水上浮筒的水陆两用型 – 20800014 及以上		
Serial Nos. Eligible	20800001 and up - Landplane		
	20800014 and up - Amphibian with Wipline Model 8000 Amphibious/Seaplane Floats.		

型号 208B, Caravan, 2 PCLM(正常类), 1986 年 10 月 9 日获批准。CAAC 于 1993 年 4 月 5 日认可。
Model 208B, Caravan 2 PCLM (Normal Category), Approved October 9, 1986. Validated April 5, 1993 by CAAC.

型号 208B, Caravan, 11PCLM(正常类), 1989 年 12 月 13 日获批准, CAAC 于 1993 年 4 月 5 日认可
Model 208B, Caravan 11 PCLM (Normal Category), Approved December 13, 1989. Validated April 5, 1993 by CAAC.

发动机 Canada 公司的 Pratt & Whitney PT6A-114 涡桨, S/N208B0001 至 S/N 208B0178、 208B0180 到 208B0229 以及按照 SK208-84 更改的型号

Canada 公司的 Pratt & Whitney PT6A-114A 涡桨,
a) S/N 208B0001 至 S/N 208B0178、 208B0180 至 208B0229、按照 SK208-84 更改的在 PT6A-114 运行限制下运行的型号。
b) S/N 208B0179、 S/N208B0230 以上型号、按 SK208-80 更改的型号; S/N 208B0230 以上型号、按 SK208-80 更改的型号。

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

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

燃油 航空涡轮燃料 Jet A, Jet A-1, Jet B, JP-1, JP-4, JP-5 或 JP-8。 防冰添加剂和应急航空汽油的使用需求, 参考飞行员操作手册和 FAA 批准的飞行手册。

Fuel 三号喷气燃料(GB-6537-2006)
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.
No.3 JET(GB-6537-2006)

发动机限制: P&W PT6A-114 或 PT6A-114A(在 PT6A-114 运行限制下运行时)

	轴马力	NG 燃气涡轮 转速(% rpm)	指示转矩 (ft.-lbs.)	螺旋桨轴转速 (rpm)	最大许用涡轮间 温度(℃)
起飞静态及最大连续	600 ⁽¹⁾	101.6	1658	1900	805

最大爬升	600 ⁽¹⁾	101.6	1658/1970 ⁽²⁾	1900	765
最大巡航	600 ⁽¹⁾	101.6	1658/1970 ⁽²⁾	1900	740
慢车	-	52min	-	-	685
启动瞬间 (2 秒)	-	-	-	-	1090
最大反桨(1 分钟)	600 ⁽¹⁾	101.6	1658	1825	805
瞬变 (2 秒)	-	102.6	2200	2090	850

Engine Limits: P&W PT6A-114 orPT6A-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 Inter turbine 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	-	52min	-	-	685
Starting (2sec)	-	-	-	-	1090
Max. reverse(1min)	600 ⁽¹⁾	101.6	1658	1825	805
Transient (2sec)	-	102.6	2200	2090	850

发动机限制: PT6A-114A (6 75hp)

	轴马力	NG 燃气涡轮 转速(% rpm)	指示转矩 (ft.-lbs.)	螺旋桨轴转速 (rpm)	最大许用涡轮间 温度(°C)
起飞静态及最大连续	675 ⁽¹⁾	101.6	1865	1900	805
最大爬升	675 ⁽¹⁾	101.6	1865/1970 ⁽²⁾	1900	765
最大巡航	675 ⁽¹⁾	101.6	1865/1970 ⁽²⁾	1900	740
慢车	-	52min	-	-	685
启动瞬间 (2 秒)	-	-	-	-	1090
最大反桨(1 分钟)	675 ⁽¹⁾	101.6	1865	1825	805
瞬变 (2 秒)	-	102.6	2200	2090	850

Engine Limits: P&W PT6A (675 hp)

	Shaft Horsepower	NG Gas Generator Speed (% rpm)	Indicator Torque (ft.-lbs.)	Prop Shaft Speed (rpm)	Maximum Permissible Inter turbine 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	-	52min	-	-	685
Starting (2sec)	-	-	-	-	1090
Max. reverse(1min)	675 ⁽¹⁾	101.6	1865	1825	805
Transient (2sec)	-	102.6	2200	2090	850

(1) F lat Rated:

发动机可能产生超出飞机审定时的功率，在此情况下对应的扭矩不应超出 ITT 或 Ng 的限制。

(2) 如果使用最大扭矩，则必须设置螺旋桨转速以防止超出功率限制。

(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.

螺旋桨和螺旋桨限制

Hartzell 公司 HC-B3MN3/M10083 复合三片桨叶螺旋桨，恒速，全顺桨及可逆模式。

直径：最大 100 英寸，最小 100 英寸，不允许修剪。

在 42 英寸站位的桨距设置：

低桨距(Beta pickup)	9°
顺桨	78.4°
最大反桨	-18°

McCauley 公司 3GFR34C703/106GA-0 铝制三片桨叶螺旋桨，恒速，全顺桨及可逆模式。

直径：最大 106 英寸，最小 104 英寸（允许有 2 英寸的修剪）。

在 42 英寸站位的桨距设置：

低桨距(Beta pickup)	+15.6°
顺桨	+88°
最大反桨	-14°

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 Model:

3GFR34C703/106GA-0

Diameter: Maximum 106 inches, minimum 104 inches (2-inch cutoff diameter allowed)

Pitch at 30-inch station:

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

*空速限制:

V_{MO}(最大使用速度) 175KIAS

8750lbs 下的 V_A(机动速度) 148KIAS

各种重量和高度下的值参考 POH/AFM

V_{FE}(襟翼放下)

10° 以下 175KIAS

10° - 20° 150KIAS

20° - 30° 125KIAS

*Airspeed Limits

V_{MO}(Max Operating) 175KIAS

V_A(Maneuvering) at 8750 lbs. 148KIAS

See POH/AFM for variations with weight and altitude.

V_{FE}(Flaps extended)

To 10° 175KIAS

10° - 20° 150KIAS

20° - 30° 125KIAS

重心

起飞、飞行

8750 lbs. (+1 99.15) - (+204.35)

8000 lbs. (+1 93.37) - (+204.35)

5500 lbs. (+1 79.60) - (+204.35)

给定两点间线性变化

着陆

8500 lbs. (+197.22) - (+204.35)

8000 lbs. (+193.37) - (+204.35)

5500 lbs. (+179.60) - (+204.35)

给定两点间线性变化

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

空机重心范围

无

Empty Wt G.G. Range	None
最大重量	起飞、飞行： 8 750 lb. 着陆： 8500 lb. 机坪： 878 5 lb. 在已知结冰条件下飞行： 对于 PT6A-114 发动机和在 PT6A-114 运行限制下运行的 PT6A-114A 发动机： 起飞和着陆(带货仓)： 8000 lb. 起飞和着陆(无货仓)： 8450 lb. 对于 PT6A-114A (675 hp.)发动机： 起飞和飞行 (带货仓)： 85 50 lb. 起飞和飞行 (无货仓)： 8750 lb. 对于使用 PT6A-114A (675 hp.)发动机并安装有 TKS 防冰系统： 起飞和飞行： 8 750 lb.
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
座位数	1 -2 (+133.5 – 146.5) 对于货运版本和载客版本用于飞行员座椅 3 – 11 参考载客型版本的飞行员操作手册和 FAA 批准的飞行手册中的相关内容。
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.
最大行李载重	参考重量和平衡数据

Maximum Baggage	Reference weight and balance data		
燃油容量	335 gal. (可用 332 gal.), 左右机翼各一个167.5 gal油箱, 力臂 +203.8 不可用燃油数据见注1		
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.		
滑油容量	共3.5 gal. 发动机挂载油箱中2.37 gal. 可用, 力臂+69.2		
Oil Capacity	3.5 gal. total, 2.37 gal. usable in engine mounted tank at +69.2		
最大使用高度	25,000 ft 在已知结冰条件下飞行: 20,000ft		
Maximum Operating Altitude	25,000 ft. 20,000 ft. for Flight into known Icing		
操纵面使用范围	襟翼 上: 0°±1°, 下: 10°+1°-2°, 下: 20°+2°, 下: 30°+1°-2° 左右襟翼对称展开, 任意位置下度数误差小于1/2° 主翼面 副翼 上 25°+4°-0° 下 16°+1°-0° 扰流板 上 40°±5° 下 0°+0°-5° 升降舵 上 25°±2° 下 20°±2° 方向舵 右 25°±2° 左 25°±2° (垂直于铰链线测量) 调整片 (主翼面中立) 副翼 (右) 上 15°±2° 下 15°±2° 升降舵 上 15°±2° 下 15°±2° 调整片伺服动作 副翼 (右) (调整片调整至中立位置) 50%副翼锁, 上下±1° 副翼 (左) 50%副翼锁, 上下±1°		
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° Rudder (Landplane) 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 $\pm 1^\circ$ Up and Down

Aileron (LH) 50% of aileron travel $\pm 1^\circ$ Up and Down

有效序列号

208B0001 及以上

Serial Nos. Eligible

208B0001 and up

对于所有型号都适用的数据

Data Pertinent to All Models

基准	前起落架支撑点中心向前 100.00 inch (陆地型) 防火墙前面向前 100.00 inch (水陆型)
Datum	100.00 in. forward of center of nose gear jack point (Landplane). 100.00 in. forward of front face of firewall (Amphibian).
水平措施	安装在侧面机窗下机身左侧以及货舱门前面的两个定位螺母及螺钉
Leveling Means	Two jig located nut plates and screws installed on left side of fuselage below side windows and forward of cargo door.

审定基础 – 适用于装备 PW PT-6A-114 发动机和 Hartzell 螺旋桨的 208/208B 型

- (1) FAR Part 36, 1969年12月1日生效, 修正案36-1至36-12.
- (2) FAR Part 23, 1965年2月1日生效, 修正案23-1至23-28。
- (3) SFAR 27, 1974年2月1日生效, 修正案27-1至27-4.
- (4) 对于没有安装Garmin G1000综合座舱系统的208/208B型飞机适用的等效安全:
 - (a) FAR 23.955(f)(2), Fuel System.
- (5) 专用技术条件:
 - (a) 23-ACE-3; Dynamic Evaluation, Engine Installation.

审定基础 – 适用于:

- (a) 装备P&W PT6A-114发动机和McCauley螺旋桨的208/208B型;
 - (b) 装备P&W PT6A-114A发动机和McCauley或Hartzell螺旋桨的208B型;
 - (c) 装备 P&W PT6A-114A 发动机和McCauley螺旋桨的208型。
- (1) FAR Part 36, 1969年12月1日生效, 修正案36-1至36-18.
 - (2) FAR Part 23, 1965年2月1日生效, 修正案23-1至23-28。
 - (3) SFAR 27, 1974年2月1日生效, 修正案27-1至27-4.
 - (4) 对于没有安装Garmin G1000综合座舱系统的208/208B型飞机适用的等效安全:
 - (a) FAR 23.955(f)(2), Fuel System.
 - (5) 专用技术条件:
 - (a) 23-ACE-3; Dynamic Evaluation, Engine Installation.

装备有PW PT6A-114A发动机, 增加Garmin G1000 综合座舱系统(ICS)以及GFC-700自动飞行控制系统(AFCS)的208/208B型:

14 CFR 23:

23.303, 23.305(a), (b), 23.307(a), 23.601, 23.609, 23.671(a), 23.1367, 23.1381.

14 CFR 23修正案23-7:

14 CFR 23.561(e), 23.611, 23.689(a).

14 CFR 23修正案23-13:

14 CFR 23.1589.

14 CFR 23修正案23-14:

14 CFR 23.1365(a), (b), 23.1419(b), (c), 23.771(a).

14 CFR 23修正案23-17:

14 CFR 23.607, 23.685(a), 23.1309(a)(1), (a)(2), (c), 23.1165 (b), (c).

14 CFR 23修正案23-20:

14 CFR 23.1301, 23.1327, 23.1335 GFC-700自动飞行控制系统(AFCs), 23.1547(b), (e), 23.1351(a), (b), (c), (d), (e), 23.1361(a), (b), (c).

14 CFR 23修正案23-21:

14 CFR 23.1501, 23.1541(a)(1)(2), (b)(1)(2), 23.1353(g).

14 CFR 23修正案23-23:

14 CFR 23.603(a), (b), 23.605.

14 CFR 23修正案23-26:

14 CFR 23.1529.

14 CFR 23修正案23-28:

14 CFR 23.301(a)(d).

14 CFR 23修正案23-34:

14 CFR 23.853(e), 23.1523, 23.1581(a)(2), 23.1583(a)(1), (b), (h), 23.1585(a), (b), (d).

14 CFR 23修正案23-42:

14 CFR 23.677(d).

14 CFR 23修正案23-43:

14 CFR 23.1322, 23.1331, 23.1357(a), (b), (c), (d), (e).

14 CFR 23修正案23-45:

14 CFR 23.773(a)(1), (a)(2), 23.1525, 23.1549.

14 CFR 23修正案23-49:

14 CFR 23.867(a)(b), Safety Aspects of 23.1309(b)(3)(e), 23.1309(a)(1)(2), (b)(1)(2)(3)(4), (c)(1)(2)(iii)(3), (d), (e), (f)(1), 23.677(d), 23.1301(a), 23.1303(a), (b), (c), (d), (e)(1), (f), 23.1311, 23.1321(a), (c), (d), (e), 23.1323(a),(b)(1)(2), (c), 23.1329 GFC-700自动飞行控制系统 (AFCs), 23.1351(a), (c), (d), 23.1361(c), 23.1365(a), (b), (d), (e), 23.1431(a), (b), (d), (e).

14 CFR 23修正案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修正案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, and 23.1203(b), (c), (d), (e).

14 CFR 23修正案23-52:

14 CFR 23.1305(a)(1)(2)(3)(5), (c)(1-7), (e)

14 CFR 23修正案23-53:

14 CFR 23.901(a), (b)

14 CFR 23修正案23-57:

14 CFR 23.1308

专用技术条件:

(a) 23-214-SC; HIRF, 根据 AC20-158编写。

等效安全:

(1) 适用于安装Garmin G1000综合座舱系统的208/ 208B型:

(a) 23.1305 动力装置仪表 – (c)(2), (c)(5), 修正案52.

(b) 23.1549 动力装置和辅助动力设备仪表 – (a)至(d), 修正案45, 编写依据AC 23.1311-1B: Installation of Electronic Display (Section 9 – Powerplant Displays), Section 9.4 Direct-Reading Alphanumeric-Only Displays。

(2) 适用于安装TKS系统的208B型

(a) 23.207 失速警告 – (c) 修正案7。

按照 23.1419 的要求, 根据 飞机设备列表安装防冰设备并按照飞行员操作手册和 FAA 批准的飞行手册操作完成防冰保护的符合性演示。

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

(a) Models 208 and 208B when equipped with P&W PT6A-114 engine and McCauley propeller; and

(b) Model 208B when equipped with P&W PT6A-114A engine and either McCauley or Hartzell propeller; and

(c) Model 208 when equipped with P&W 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.

Additions for the Garmin G1000 Integrated Cockpit System (ICS) and, as annotated, for the GFC-700 Automatic Flight Control System (AFCS) applicable to the Model 208 and 208B when equipped with PW PT64-114A Engine:

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 and 23.1381.

14 CFR 23 regulations as amended by Amendment 23-7:

14 CFR 23.561(e), 23.611, and 23.689(a).

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 23.1365(a), (b), 23.1419(b), (c), and 23.771(a).

14 CFR 23 regulations as amended by Amendment 23-17:

14 CFR 23.607, 23.685(a), and 23.1309(a)(1), (a)(2), (c), 23.1165 (b), (c).

14 CFR 23 regulations as amended by Amendment 23-20:

14 CFR 23.1301, 23.1327, 23.1335 GFC-700 Automatic Flight Control System (AFCS), 23.1547(b), (e), 23.1351(a), (b), (c), (d), (e), and 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), and 23.1353(g).

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

14 CFR 23.603(a), (b), and 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)(2), 23.1583(a)(1), (b), (h), and 23.1585(a), (b), (d).

14 CFR 23 regulations as amended by Amendment 23-42:

14 CFR 23.677(d).

14 CFR 23 regulations as amended by Amendment 23-43:

14 CFR 23.1322, 23.1331, and 23.1357(a), (b), (c), (d), (e).

14 CFR 23 regulations as amended by Amendment 23-45:

14 CFR 23.773(a)(1), (a)(2), 23.1525, and, 23.1549.

14 CFR 23 regulations as amended by Amendment 23-49:

14 CFR 23.867(a)(b), Safety Aspects of 23.1309(b)(3)(e), 23.1309(a)(1)(2), (b)(1)(2)(3)(4), (c)(1)(2)(iii)(3), (d), (e), (f)(1), 23.677(d), 23.1301(a), 23.1303(a), (b), (c), (d), (e)(1), (f), 23.1311, 23.1321(a), (c), (d), (e), 23.1323(a),(b)(1)(2), (c), 23.1329 GFC-700 Automatic Flight Control System (AFCS), 23.1351(a), (b), (c), (d), 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, and 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)(1-7), (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

Special Conditions as follows:

(a) 23-214-SC; HIRF, with guidance from AC20-158.

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), (c)(5), Amendment 52.

(b) 23.1549 Powerplant and auxiliary power unit instruments – (a) through (d), 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 208B equipped with the TKS System installed:

(a) 23.207 Stall Warning – (c) Amendment 7.

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.

申请型号审定日期：1982年6月2日。生产商根据联邦航空规章 FAR 21 部相关条款的授权获得型号合格证，型号合格证编号 A37CE，发布日期：1984年10月23日。

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.

生产基础

生产许可证号：4；授权委任制造人 CE-1(208001 至 20800246, 208B001 至 208B0501)以及 CE-3(20800247 及以后, 208B0502 及以后)；授权委任制造人 CE-3 (20800247 及以后, 208B0502 及以后) 根据 FAR21 部有关委任单位的规定颁发适航证。

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), and Delegation Option Manufacturer No. CE-3 (20800247 and on, 208B0502 and on) authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.

设备

适航规章（见审定基础）中所规定的基本设备必须安装在型号合格审定的飞机上。其中必须包含当前有效的飞行员使用手册和 FAA 认可的飞行手册。

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.

注 1

当前重量和平衡报告包含的设备列表中，包含有审定时的空机重量和额定负载数据，必要时，还应提供每架飞机原始审定时的相关数据。根据飞机记录确认是否完成了 SK 208-52 “Wing Take External Sump Installation” 的安装过程。定审定的空机重量和相应的重心位置时必须包括全部 29 lbs.(在+69.2 处)的燃油以及下表中的不可用燃油。

型号	有效/改进系列	不可用燃油 lbs. @ c. g.
208	20800001 至 20800130 没有按照 SK208-52 进行过更改	20.1 @ +185.7
208	20800001 至 20800130 按照 SK208-52 进行过更改	24.1 @ +186.4
208	20800131 及以后	24.1 @ +186.4
208B	208B0001 至 208B0089 没有按照 SK208-52 进行过更改	20.1 @ +205.7
208B	208B0001 至 208B0089 按照 SK208-52 进行过更改	24.1 @ +206.4
208B	208B0090 及以后	24.1 @ +206.4

NOTE1

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 FUEL 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	208B0090 and On	24.1 @ +206.4

注 2 在飞行员操作手册和 FAA 批准的飞行手册中给出的下列标牌（或其后续版本）必须显示：

型号	CESSNA 的编号
208 [600 SHP]	D1307-34-13PH
208 [675 SHP]	D1352-7-13PH
208 [675 SHP]	208PHBUS-01
208B [600 SHP]	D1309-29-13PH
208B [675 SHP]	D1329-23-13PH
208B [675 SHP]	208BPHBUS-01

按照 SK-208-12 更改的 208 型飞机应使用 Cessna P/N D1307-27-13PH (或其后续版本)。

NOTE2

The placards specified in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manuals listed below (or later revision) must be displayed:

MODEL	CESSNA PART NUMBER
208 [600 SHP]	D1307-34-13PH
208 [675 SHP]	D1352-7-13PH
208 [675 SHP]	208PHBUS-01
208B [600 SHP]	D1309-29-13PH
208B [675 SHP]	D1329-23-13PH
208B [675 SHP]	208BPHBUS-01

Model 208 airplanes modified in accordance with SK-208-12 should use Cessna P/N D1307-27-13PH (or later revision).

注 3 20800001 到 20800060 所使用的重量和重心数据与当 SN 20800061 及以上飞机按照 SK-208-12 或 SK-208-85A “208A to 208 Caravan I Cargo Configuration Conversion” 进行更改后被批准的重心和重量值相同。

NOTE3

Airplanes 20800001 through 20800060 are eligible for operation at the same weight and C.G. approved for S/N 20800061 and up when modified in accordance with SK-208-12 or SK-208-85A

	“208A to 208 Caravan I Cargo Configuration Conversion”.
注 4	对所有机翼和机翼连接件的强制检查时间包括在 208 系列型号维护手册中。
NOTE4	Mandatory inspection times for all wing and wing carry through structural components are contained in the Model 208 Series Maintenance Manual.
注 5	作为 NOTE 2 标牌的附加要求, 规定的使用限制必须用星号(*)予以标识。
NOTE5	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.
注 6	特许转场飞行许可。飞标办 公室按授权发布特许超重转场飞行许可。在如下限制下, 飞机的结构对于转场飞行是安全的: (1) 起飞重量不超过最大审定起飞重量的 1.3 倍 (如: $8000 \times 1.3 = 10400 \text{ lb}$); (2) 最大使用空速(VMO)相应的降低 1.3 倍(如: $VMO = 175 \div 1.3 = 135 \text{ KIAS}$); (3) 不能超出前和后部重心限制, 同时 (4) 不能超过+2.5g 到 -1.0g 的结构负荷因数。以上限制考虑的是飞机的生产型, 并没有考虑诸如 STC 这样可能导致飞机总重量变化的更改。对超出重量的许可仅限于附加的燃油、载油油箱以及飞行必须的导航设备。对任何附加的发动机滑油的需求要依据咨询通告 AC 23.1011-1 确认。对增加重量所造成的失速速度的提高和爬升性能的降低要有所估量, 但不需要评估增重后的飞行特性和性能。超重航空器飞行许可证的发布过程参见咨询通告 AC 21-4。
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. $8,000 \times 1.3 = 10,400 \text{ lb}$); (2) the Maximum Operating Airspeed (VMO) must be divided by the same gross weight increase factor (e.g. $VMO = 175 \div 1.3 = 135 \text{ KIAS}$); (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.